december-january 1981
school bus fleet
a bobit publication

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FACT BOOK

FEATURING

- FLEET DIRECTORY
- STATISTICS
- SPECIFICATIONS
- ASSOCIATIONS

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The massive eruption of Mount St. Helens on May 18, 1980 resulted in deposits of highly abrasive volcanic ash up to a half foot in some places. The ash caused serious transportation problems in many areas of Washington state. Here are comments from some users of Blue Bird All American transit school buses in three affected communities:

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"Thanks to our All Americans with engine up front we completed the school year on schedule even operating in the ash."

South Western Washington...

"We did not have to close school at all, were able to operate our All Americans even during most severe ash conditions."

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december-january 1981
school bus fleet®
a bobit publication

Volume 25 *Number 6*

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An entirely new management team has taken over the Arkansas-based manufacturer.

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Many of our competitors' small-sized buses are not buses at all. They're rebuilt vans. And a van cannot offer you the safety, durability or comfort of a Thomas Built MINOTOUR℠

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Don't confuse economy with cheap. When you need a small-sized bus, get the one that's really built, not rebuilt—the Thomas Built MINOTOUR.

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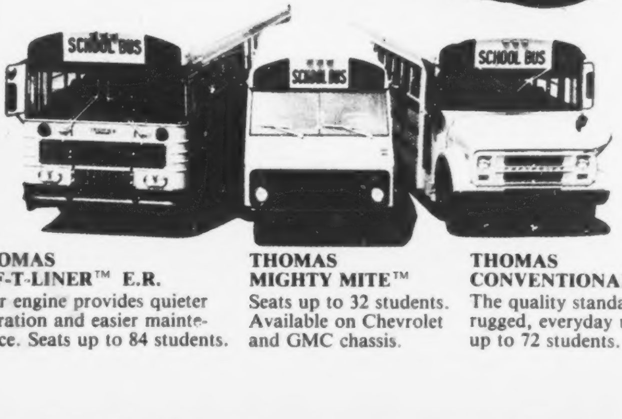
THE THOMAS minotour



THOMAS SAF-T-LINER™ E.R.
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...a tradition in transportation

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personnel

Peter J. Brinkerhoff has been appointed vice president-marketing/sales at The Jacobs Manufacturing Company. In his position, he is responsible for all Jacobs sales world-wide of the company's Vehicle Equipment Division and Industrial Products Division, which principally market vehicle retarders and drill chucks respectively. Brinkerhoff has been on the Jacobs staff since 1976, and was previously with the company's parent organization, Chicago Pneumatic Tool Company.

Dave Sywassink has been named manager, service engineering at the rubber and equipment group of Bandag Incorporated. He succeeds Frank Nelson who was promoted to vice president, product.

James D. Glaspie has been named to the newly created position of manager-sales and engineering for The Budd Company's Wheel and Brake Division. Glaspie is in charge of all sales and product engineering for the division, which produces steel disc wheels, demountable rims, hubs and drums, and rotors for trucks and passenger car hubs and rotors. Glaspie's most recent assignment was director of sales for Budd's North American facilities. He will be based at the company's headquarters in Detroit.

John H. Nicholson has been named manager of national and contract sales for The Firestone Tire & Rubber Company's Dealer and Store Operations group. In his new post, Nicholson will be responsible for mileage sales, racing, government sales, national account sales and petroleum company sales. In his most recent position, he was administrative assistant to Lawrence J. Lombardo, executive vice president of the group.

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...with an Argo tachograph

Do your drivers stop at RR crossings... stop signs? Do they speed to make up for lost time... take unauthorized short cuts? Do parents complain that a driver skipped their children?

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Pupil Transportation

BEFORE YOU INVEST IN RETREAD RUBBER FOR YOUR SCHOOL BUS FLEET

STOP

to consider what lower cost-per-mile and proven performance can mean to your fleet maintenance costs.

No one knows the value of a lower cost-per-mile better than the maintenance chief of a school bus fleet. And no one knows how to deliver lower cost-per-mile plus dependable performance better than Oliver. For nearly 70 years, we've pioneered the development of quality retread performance, from the first conventional rubber back in 1912, to our exclusive module-cured Tuff-Cure cold caps.

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Only Oliver offers you a choice of quality pre-cure or conventional rubber. Because we know that each fleet has a different operations situation requiring a different retreading capability. With Oliver, you can choose from our premium Tuff-Cure pre-cure rubber in a wide variety of tread designs or our Tuff-Tred — the finest conventional rubber on the road today. Both are manufactured to the rubber industry's highest quality control standards. And both are formulated to deliver long-lasting performance day in, day out over thousands of passenger miles.

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Satisfied school bus fleet customers across the country can attest to Oliver Tuff performance. And in heavy duty truck applications, results from recent on-the-job tests involving seven midwestern fleets show that Oliver Tuff-Rubber outperformed the leading retread rubber in 33 out of 38 side-by-side tests. Today, many fleets nationwide are participating in our cooperative testing program. And we're helping to pay for it!

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Examine the full Carpenter line: The Conventional shown above, the rear-engine Corsair, the front-engine forward control Cavalier, and the small, maneuverable Cadet. Whatever your transportation need, there's a Carpenter bus to do the job. Your Carpenter distributor can help you decide which one's right for you.

Carpenter

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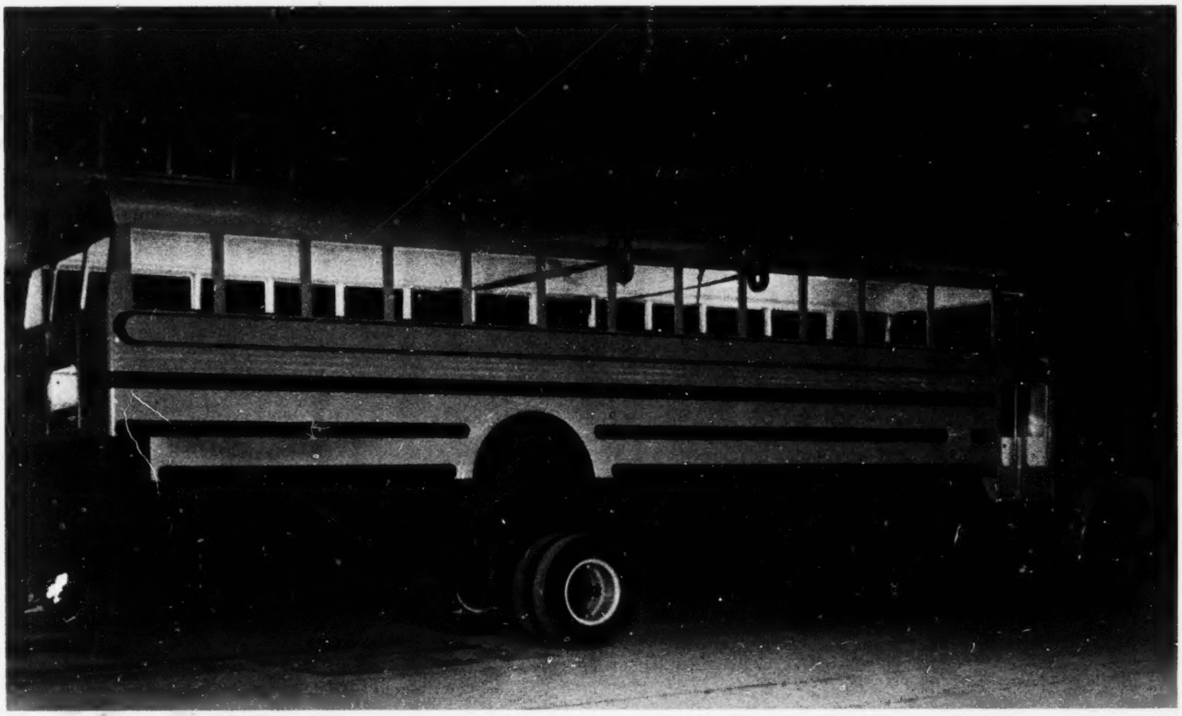
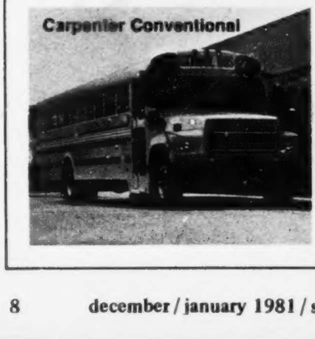
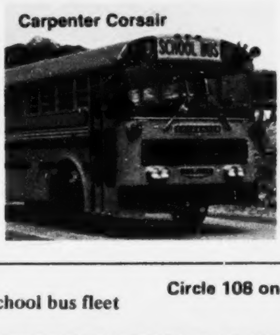
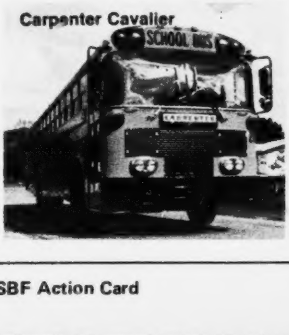




Carpenter Conventional



Carpenter Corsair



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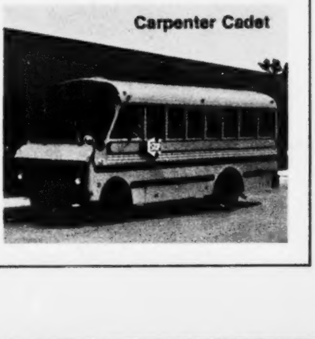


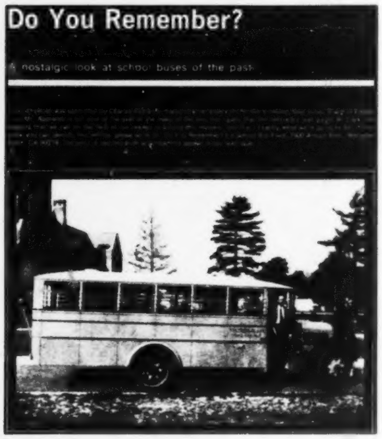
Carpenter Cadet

Circle 108 on SBF Action Card

letters

My dad was raised in Vineland, NJ, and was quite taken with the photo from your last issue.

He guesses the bus in the photo to be a Reo. The church; Our Lady of Grace Vineland. The time; circa 1930 or slightly before.


Do You Remember?

A nostalgic look at school buses of the past

At any rate thanks for a good bit of nostalgia.

Mary A. Campo
Special Education Driver
for Putnam Valley
School District

I want to take this opportunity to express my sincere appreciation for the honor that SCHOOL BUS FLEET bestowed upon me on November 6 at the NAPT Awards Luncheon. I was taken completely by surprise, and as I indicated, for the first time in my life I was speechless and needed a few minutes to compose myself.

Of the many honors I have received, this award will be most cherished by me, as I feel that it is the leading recognition of the school transportation industry.

After I returned to the office on Friday, my award disappeared; but I am happy to report that it was returned to me on November 11 when the State Superintendent acknowledged the award before the State Board of Education at its regular meeting, and I received commendation from them.

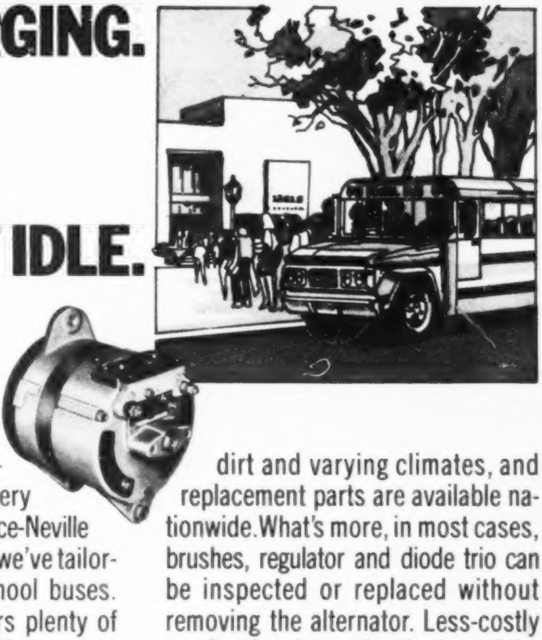
Needless to say, this recognition would not have been possible without the support of the New Mexico State Board of Education, the State Superintendent, my staff, and my many colleagues across the country in the area of pupil transportation.

Again, thank you and SCHOOL BUS FLEET for this recognition. I assure you that I will continue to work for the good of the pupil transportation industry.

Bill G. Loshbough
Assistant State Superintendent
for Transportation and
Inter-Agency Activities

OUR HIGH-OUTPUT 2600J SERIES ALTERNATORS KEEP SCHOOL BUS BATTERIES CHARGING.

EVEN AT IDLE.



You know who's left standing in the cold when battery failure hits your fleet. Leece-Neville does, too, and that's why we've tailor-made alternators for school buses. Our 2600J Series delivers plenty of output, even at idle. You'll stay right on schedule through all the stops and starts, rain or shine.

Our 105-, 130-, and 145-amp models are equipped with a solid-state regulator and built-in rectifier. All three units weigh just 21 pounds and fit into all engine compartments. Every model is sealed to protect against dirt and varying climates, and replacement parts are available nationwide. What's more, in most cases, brushes, regulator and diode trio can be inspected or replaced without removing the alternator. Less-costly service time is another feature of the 2600J Series.

Keep your kids off the street and on the bus. Insist on long-life Leece-Neville alternators. Write for further information: Leece-Neville Division, Sheller-Globe Corporation, Special Vehicle Dept., 1374 East 51st Street, Cleveland, Ohio 44103.

Quality Electrical Equipment
Leece-Neville
Since 1909

SG SHELLER-GLOBE CORPORATION

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Do You Remember?

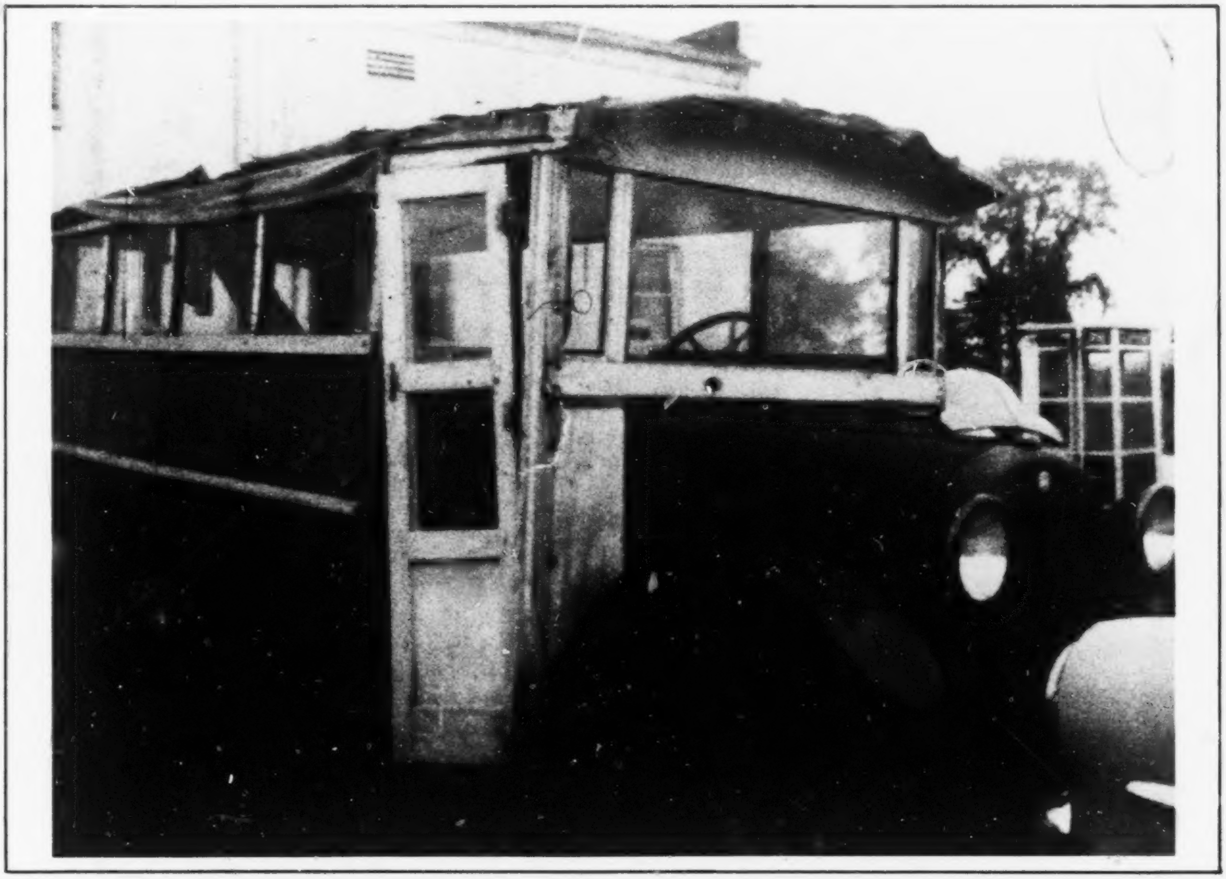
A nostalgic look at school buses of the past.

Try to imagine what Allen Leibensperger saw in this run down 1922 Reo Speedwagon parked along side other junkers at an Esso garage in 1963. "He saw so much potential in the vehicle that he was willing to pay $100 for it," says son, Ray Leibensperger of Leibensperger School Transportation, Inc., in East Texas, Pennsylvania. Two years and 2,300 man hours later, Allen Leibensperger restored the Reo Speedwagon into an operational, antique school bus.

The school bus was originally owned and operated by the Lebanon Transportation Company, now defunct, to transport students to school. It is a 12 passenger vehicle consisting of spring and leather seats, a Wayne body, and wooden spoke wheels. Oddly, but not for the times, the gas tank was placed inside the door where the dashboard is. So when the tank needs to be filled, the pump is brought inside the bus!

Today, the 1922 Reo Speedwagon is in mint condition and kept that way by Ray Leibensperger after his father passed away in 1970. It has won numerous antique car show awards and is frequently used in parades in Leibensperger's hometown. Last year, it transported the entire wedding party of his son, Russ, from the church to the reception hall.

The Leibenspergers have been in the pupil transportation business for over 45 years. Allen Leibensperger started transporting students in 1937 with a 1936 Terraplane. Over the years, he acquired a 1937 Dodge school bus, 1940 Studebaker, 1941 white 60 passenger school bus, until he had seven buses in 1968. Ray Leibensperger started his own business, separate from his fathers, in 1952 with just a few school buses. Today, Ray Leibensperger owns and operates 91 school buses and 41 vans for six school districts in northeastern Pennsylvania, with the assistance of his son, Russ. Ray is an active member of the Pennsylvania School Bus Association and holds the position of First Vice President.



Leader of the small bus parade. Real bus construction for real safety.

- **Protects the kids.** Safe, strong, all-steel construction — the Collins Bantam® School Bus is the only small bus designed especially for the school market. More space-per-pupil, 64" headroom from wall to wall; straight side wall construction.
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industry news

SHELLER-GLOBE TO DISPOSE OF SUPERIOR COACH

Sheller-Globe Corporation has announced that it will dispose of its Transportation Group, consisting of its school bus, professional vehicle and transit bus businesses. The action involves the Superior Coach plants located at Lima (Ohio), Deseronto (Ontario) and Morris (Manitoba). The company said that it is attempting to sell the business, and that it expects to establish a provision in fiscal year 1980 for loss on the disposal of $15 million to $20 million after tax. All open orders will be completed and the company will maintain parts and service support.

SBF HONORS TOP DRIVER

At the recent NAPT Convention in Las Vegas the SCHOOL BUS FLEET Award For Safe Continuous Driving was presented to 70-year-old Courtland Dill of Harrington, Delaware. Mr. Dill has 48 years of accident-free driving under his belt, having started in 1932 for the Felton School District. In 1969, the Felton School District consolidated with two other districts and became the Lake Forest School District, and Mr. Dill continued driving until his retirement in August of this year. According to a recent newspaper article, only a Delaware state law kept him from continuing this amazing career into his seventies (Delaware does not permit school bus drivers over the age of 70). Besides the award, a letter of commendation from The White House was also presented to Mr. Dill which contained these words: "You can take great pride and satisfaction in your extraordinary record of 48 years of driving without an accident for the Lake Forest School District, and the President is pleased to have the opportunity to add his congratulations to the many you are receiving at this time." SCHOOL BUS FLEET would like to add extra congratulations to the many drivers and friends of drivers who took part in this contest, including Gerald Jansen (43 years), Danny Bass (42 years), Dave Cantino (38 years) and Carl Willard Nygren (37 years) to name just a few. The industry can be truly proud to have such safe hands at the wheel.

Pac-Kit.

The last word in First-Aid

A leading manufacturer of unit first-aid kits since 1921, Pac-Kit offers a special first-aid kit for most types of applications. Whether you're in-plant, on the job site, in transit or anything in between, we have the right kit for the right job. With features such as:

- Color coded unit packages with OSHA and industry required materials
- Tough metal carrying case with attached mounting bracket
- Flip up handle for portability
- Flip down cover which can be used as work surface

So, why not save the last word for yourself . . . Pac-Kit.

FIRST PAC-KIT AID

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ADS presents . . . POSITIVELY SEALS Clamps and Tubing

ADS produces products specifically designed for exhaust system problems in the fleet-bus-trucking and automotive industry. Our 27 years experience in this field guarantees your complete satisfaction with our product line, or we will replace it!

We manufacture flexible metal hose in galvanized, stainless, aluminum and brass; also stainless steel corrugated tubing, flat band and U-bolt saddle clamps; all at a reasonable price and all sold through our network of reps and distributors throughout the world. If you would like to know more about our products or us, call or drop a line, we'll make you very glad you did!

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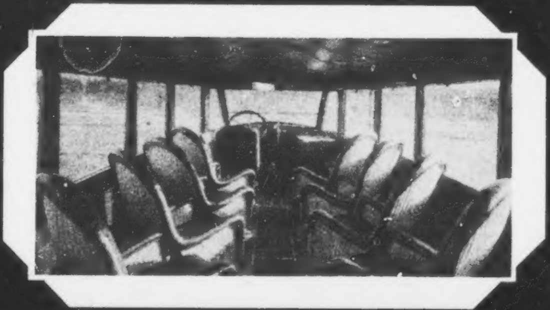
We're no Johnny-Come-Lately...
In 1926 we built this
Beirut to Baghdad bus.



For over 50 years Wolfington buses have been meeting the transportation needs of the day whether they were to reach the next oasis (1926) or the local school (1978).

Now like always we specialize in customized quality buses to meet today's specifications while anticipating tomorrows needs. And you can be sure we will still be around next year and the next and the next.

When you buy from Wolfington you can buy with confidence.

We're no Johnny-Come-Lately.

WOLFINGTON body company, inc.
Exton Penna 19341
Phone 215-458-8501

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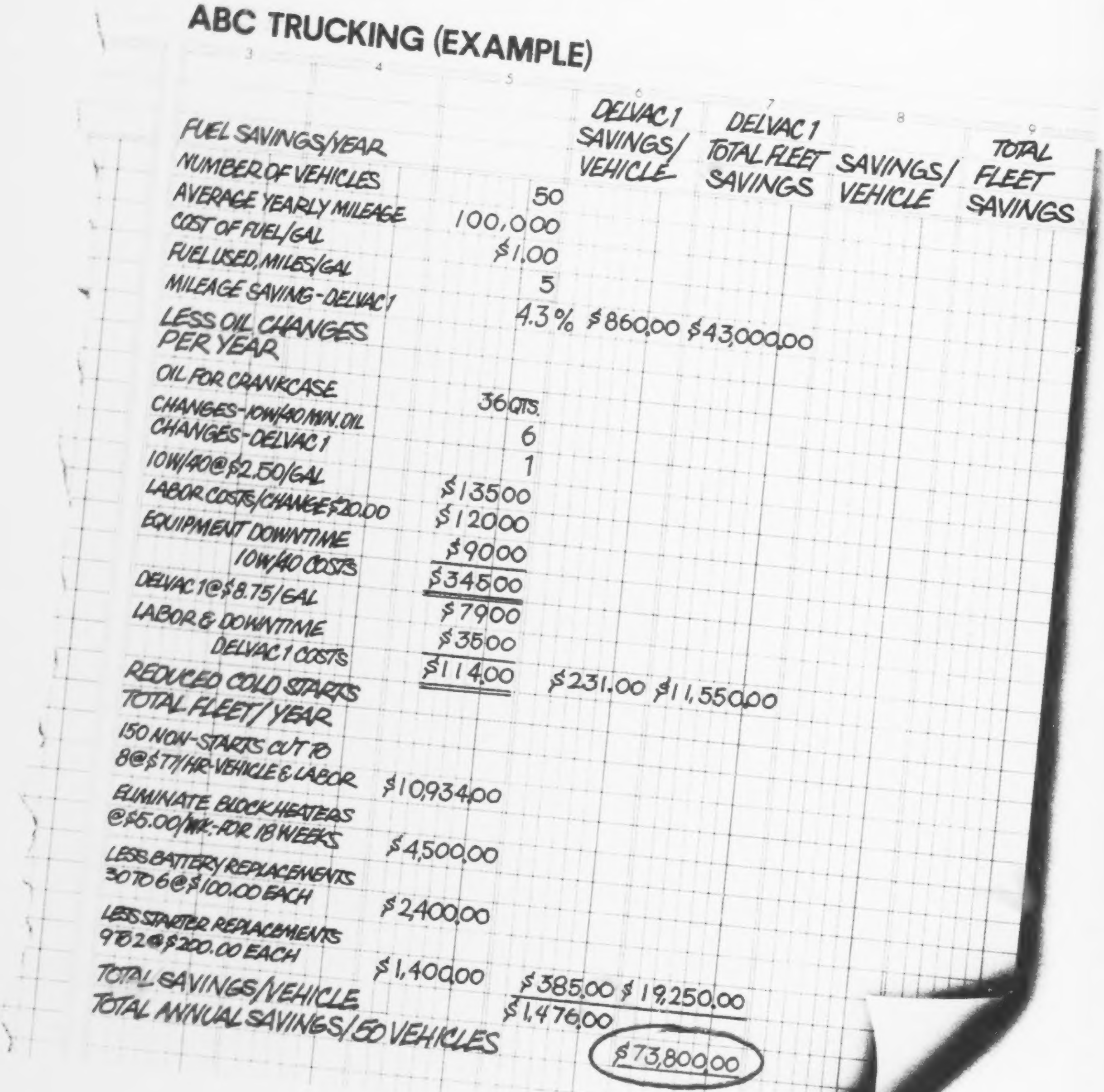
How to save a small fortune on your fleet simply by switching to the No.1 synthetic oil.

Figure out for yourself how much Delvac® 1 can save you.



ABC TRUCKING (EXAMPLE)

		DELVAC 1 SAVINGS/ VEHICLE	DELVAC 1 TOTAL FLEET SAVINGS	SAVINGS/ VEHICLE	TOTAL FLEET SAVINGS
FUEL SAVINGS/YEAR					
NUMBER OF VEHICLES	50				
AVERAGE YEARLY MILEAGE	100,000				
COST OF FUEL/GAL	$1.00				
FUEL USED, MILES/GAL	5				
MILEAGE SAVING-DELVAC 1	4.3%	$860.00	$43,000.00		
LESS OIL CHANGES PER YEAR					
OIL FOR CRANKCASE	36 QTS.				
CHANGES-10W/40 MIN. OIL	6				
CHANGES-DELVAC 1	1				
10W/40@$2.50/GAL	$135.00				
LABOR COSTS/CHANGE $20.00	$120.00				
EQUIPMENT DOWNTIME	$90.00				
10W/40 COSTS	$345.00				
DELVAC 1@$8.75/GAL	$79.00				
LABOR & DOWNTIME	$35.00				
DELVAC 1 COSTS	$114.00	$231.00	$11,550.00		
REDUCED COLD STARTS TOTAL FLEET/YEAR					
150 NON-STARTS CUT TO 8@$77/HR-VEHICLE & LABOR	$10,934.00				
ELIMINATE BLOCK HEATERS @$5.00/WK.-FOR 18 WEEKS	$4,500.00				
LESS BATTERY REPLACEMENTS 30 TO 6@$100.00 EACH	$2,400.00				
LESS STARTER REPLACEMENTS 9 TO 2@$200.00 EACH	$1,400.00				
TOTAL SAVINGS/VEHICLE		$385.00	$19,250.00		
TOTAL ANNUAL SAVINGS/50 VEHICLES		$1,476.00	$73,800.00		

After a look at these remarkable figures, there could be little question that Delvac 1 is the oil for your fleet. No other oil cuts fuel costs like Delvac 1—as much as 9.5%! Or extends drain intervals like Delvac 1—effective up to *6 times longer,* depending on road and engine conditions. Or uses *less* makeup oil. Or gives *faster* cold weather starts. It still flows at 35° below, saving on batteries, starters, engine heaters and fuel wasted in overnight idling! Of course, Delvac 1 costs more. But in the long run it not only pays for itself—it delivers a small fortune in dividends! How much can it save your fleet? Contact your Mobil representative or write: I. Kershaw, Mobil Oil Corporation, 3225 Gallows Road, Fairfax, Virginia 22037.

Mobil

If we can't save you money, we don't deserve your business.

Circle 115 on SBF Action Card

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In Conway, Ward Is Spelled MBH, Inc.

An entirely new management team has taken over the Arkansas-based manufacturer.

"Ward Bus Emerges From Depths With Shiny New Armor" – Arkansas Democrat, November 21, 1980

The battle-scarred Ward Industries, Inc. of Conway, Arkansas has emerged from the depths of bankruptcy wearing shiny new armor. After four months of feverish and tedious negotiations and hearings, the fleet of buses will now be produced under new command.

MBH Inc., a group of well-known transportation executives, has saved Ward Industries, one of the nation's largest bus manufacturers, from a complete shutdown.

The plan for MBH Inc. to assume operations of the company was approved November 20 in federal bankruptcy court after overwhelming approval was given by Ward's creditors.

MBH stands for the initials of the new owners – Thomas F. "Mack" McLarty, J.W. "Buddy" Benafield, and Bob and Dick Harmon.

The Harmon's are the nation's largest distributors of Ward buses and are a major bus contract service operator in eight states. McLarty is a Ford dealer and president of a regional truck-leasing company recently purchased by Leaseway Inc. Benafield is a major auto and farm equipment dealer, also in Arkansas.

The new company will pump approximately $16-million into the bus manufacturing operation. Much of that money will be used to satisfy debts of secured creditors.

(l. to r.) Dick Harmon, Thomas F. McLarty, J. W. Benafield, Bob Harmon and Milt Honea

SBF: *First, what is the status of the newly remodeled Ward Company? As part of the reorganization plan I understand that Charles, Steve and Wanda Ward are completely disassociated from the company.*

McLarty: Jim, we have offered to purchase the assets of the Ward Company. There is no way that we could have purchased the stock of the Ward Family, we wouldn't be able to unravel it. What we have done is made an asset purchase. The Ward family has absolutely no ownership nor control of the new company.

Our main strategy is to get back to basics, and that's producing a bus on schedule with quality. And, we've made some improvements already. There's no one major engineering project to solve . . . it's a lot of little things . . .

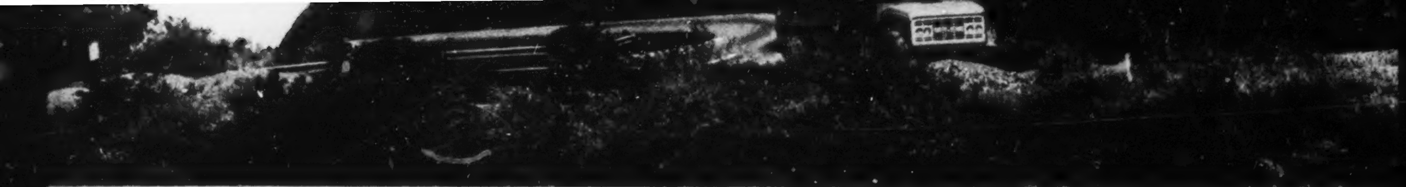
SBF: *It's the little things that people have been questioning. Everyone's still saying "Hey you can roll a Ward bus off a mountain and it's not going to bust up, but if it rains its going to leak."*

Honea: That's where we're going to spend our engineering time, at least for the first year, on the little things; finish, wiring, paint.

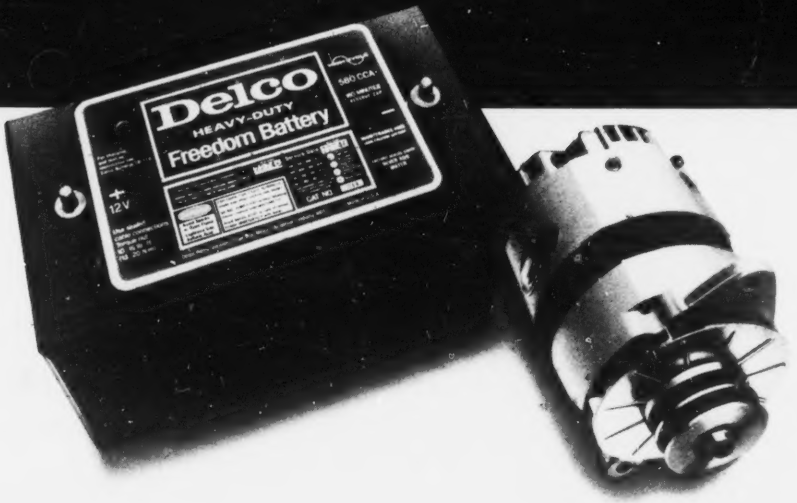
SBF: *Maybe the basic overall question is, in the face of regulations that govern this industry and the general economic climate, why would a group of people as astute as the four investors want to get involved in a bus manufacturing plant?*

McLarty: That's not the first time we've been asked that question.

Benafield: I'm just speaking for myself. We think we can make a success out of this company. I'm a lifelong resident of Arkansas as is Mack and both of us have lived in Arkansas all our lives and have been active not only in politics but in community affairs. We were encouraged by others to try and keep this company going. Along with the Harmon brothers, we're doing everything we can to get the plant open. In public we have stated often that we knew full-well that someone might come along and after us doing all the work, loaning the money to the company, operating it during the bankruptcy and if they offered more money they'd get the plant. Even so, we would be pleased that we could keep it going forward as an ongoing company. So I think, discounting the fact that we have a deep feeling for the economy of Conway and Arkansas, the next thing we can think of, is a future for us in the transportation business, and I said I'm speaking personally. I do think we have a good future in



Delco Remy gets high marks in tough tests.



The school bus electrical system with all-weather aptitude. Even when temperatures plummet below zero, Delco Remy's electrical system can help keep your school bus fleet in full force.

The Delco High-Cycle 1150 Freedom Battery and the Delcotron 40-SI charging system are a high-performance pair of problem solvers. Up to the task of meeting your critical bus schedules.

The Delco High-Cycle 1150 Freedom Battery. Like all Freedom Batteries, the heavy-duty 1150 is maintenance-free. The top is heat-sealed. And there's a lifetime supply of electrolyte —you *never* add water.

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The Delco High-Cycle 1150 Freedom Battery is crammed with the kind of starting juice your buses need on cold mornings. Or hot afternoons.

Plus, with Freedom 1150's special plate formulation, you'll get reserve power for long periods of idling. Ideal for stop-and-go bus fleet operations.

The Delcotron 40-SI. It's a high-output charging system that combines the features of an alternator and a solid-state regulator in a rugged, compact unit. More than half of its 145-amp output is available at engine idle—when buses need it most.

And with the 40-SI, you can forget about periodic examinations and lubrication between major engine overhauls. It's a component that helps keep the power in your fleet.

When you have to decide on new or replacement systems for your school bus fleet, specify the Delco High-Cycle 1150 Freedom Battery and the Delcotron 40-SI charging system.

The choice is elementary. It's Delco Remy.

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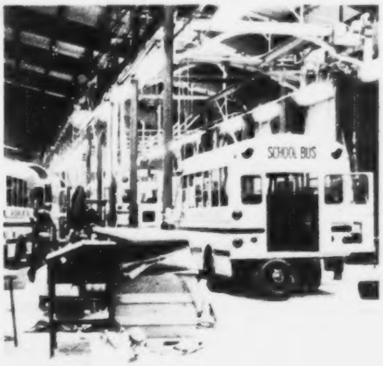
the bus business. Now, the Harmons may have a different view point.

Harmon: Being quite frank, we have over 3,000 Ward Buses in operation, and for that alone it would make good sense, even if we had to guarantee ourselves an ongoing source of supply, not only new buses, we could have purchased them elsewhere, but we need parts. We also have strong feeling about the bus and company itself. It's a good bus, and it's a good company, we have a good product and a good labor pool.

SBF: *Well, Dick & Bob, what kind of a position are you going to be in now, both as an operator of buses, a distributor of buses and now a manufacturer of buses. What effect is that going to have on you in the industry?*



The main line at Ward is back in action.

Harmon: Being in the manufacturing business shouldn't have any effect on us, because we aren't. Our role in the new company is one of ownership. We will not be involved in operating the plant, the plant will be operated by Milt Honea who is more than competent.

SBF: *Well I was thinking more along the lines about the contractor on the school district that needs buses and they're scheduled for June and all of a sudden the Harmon's need buses that are scheduled for July. Are the Harmon buses going to go ahead of the June delivery?*

Harmon: That's a key question, and I'd like to address it. In the past we got buses through the plant quickly, but, we paid for it. We paid our money with the order so that all the parts for our orders could be purchased, delivered and assembled.

SBF: *Not everyone realizes that. That you put your money up front to get your buses out of the plant.*

Harmon: Jim, right now I think that there will be no problem, the schedule has been made by Milt and by Jerry Williams, vice president of marketing, and is determined by chassis arrival with no special consideration to anyone.

Benafield: I can go a step further. Number 1, when we entered into this agreement, it's been my opinion all along that the Harmons will actually give up much more than they can gain. In fact, we have an agreement in writing at Dick's own insistence among the principals that there's no favoritism whatsoever on scheduling or price. In fact, if anything he'll be taking a step backwards when he ought to be taking a step forward. Knowing the sensitivity of the subject the Harmon's insisted on a formal agreement precluding any influence on their part.

SBF: *Have you been able to retain all the dealers and distributors or have you had some alterations?*

Harmon: Since the bankruptcy, we have lost one dealer, one other dealer dropped out just prior to the bankruptcy.

McLarty: Jim, that's one of the reasons that we felt we had to put money into the company even during the bankruptcy, with no guarantees that we would ever get our money back. We had to hold the organization together and to keep the company running, and, we feel that it was a wise decision, we felt that it would be a profitable step to take.

SBF: *In your anticipated sales for the coming year how much do you figure being lost because of the problem? From what it was last year or the year before.*

Honea: I think we're presently anticipating to be about 40% off . . .

SBF: *Actually, I think that the other way of saying it, "That you anticipate retaining 60 percent of your nominal sales," is fantastic, because everyone else in the industry doesn't think you're going to get anything.*

McLarty: Jim, we're not, I don't think . . . totally naive . . . You can't take a company into Chapter 11 and not have some adverse effects on sales. However, we're committed to get back to basics. And to build and sell a good bus.

SBF: *If I wanted a bus today when could I anticipate getting it?*

Honea: If you ordered it today we would deliver in March, it might be longer if other orders came in first. But I'm going to say that it's a little unusual for a bankrupt company to have the backlog that Ward has.

SBF: *That's what I'm saying. I don't think that saying 40 percent off is anything to be ashamed of. Actually I think being 40 percent of normal after being out of business for two months and going through bankruptcy is a superb statement, really, I wouldn't have been surprised if you figured that you were going to be 80 percent off.*

McLarty: Come back here a year from now and that will tell the story.

SBF: *Of that 60 percent that you expect to retain what do you think is going to be the breakout between the small buses and the big buses. Which area are you really going to stress? You've got to stress one or the other.*

Honea: Do we have to stress one? I guess we are going to have our distributors selling our full line, which includes all of our products. I think the normal market will dictate that we'll be 80 percent conventional after a year or so. We'll probably go 85-15 and that's pretty much what we're selling right now. I think I mentioned to you, Jim, during our tour of the line that we're producing 20 conventional buses a day plus three each of the small ones. Our plan calls for four C Models and Hi-Boys per day. When you talk about the percentage that we are protecting of this company's former volume, you see we take two steps backwards. Instead of going for size our strategy is to go for consolidation. That's one step. The second step is an involuntary step, that says 'What can we do after we've declared bankruptcy? And here we are talking in terms of what we would really like to sell, what we are geared up to produce, what we really want, versus what we can get.

SBF: *We don't get much negative feedback from any of your competitors, in fact, they've been remarkably quiet, or nonverbose, and it's surprising because we have some very, very vocal people in this industry. I can assume that when Charles and the former management they contested everything, there were going to be lawsuits here and lawsuits there and secret deals here and secret deals there. I assume that's gone.*

Benafield: There will be no secret deals. We do not like litigation.

Honea: Number one, everybody included in our program has been most cooperative, the bank has been cooperative, the community and employees have been cooperative, the vendors have been really responsive to our needs. The only people who weren't really cooperative were the competitors. They were out there right and left striving to take orders away from us. They weren't vocal or anything, they were just trying hard to take the one's we were trying to hang on to that were getting them away from us.

SBF: *But, I don't think they were out selling in a negative manner. They were selling the plusses of going with them rather than taking the chance of staying with Ward.*

Harmon: We agree with that.

SBF: *What is the status of the loan? I understand that you've been able to absorb it from the Farmer's Home Administration. They did transfer it to you?*

Benafield: Yes. It's with First National Bank and it's a FMHA guaranteed

SBF: *Now what do you plan to do with this excess capacity that you have out here. You have such tremendous excess capacity.*

Honea: We are in what we call a consolidation mode. Obviously we're not utilizing the space fully. What we are planning to do for the short term is to make our own two small buses — the Hi-Boy and the C Model in the new building, which certainly will not utilize it all. Later, we'll attack the problem of where we can get additional business to utilize it.

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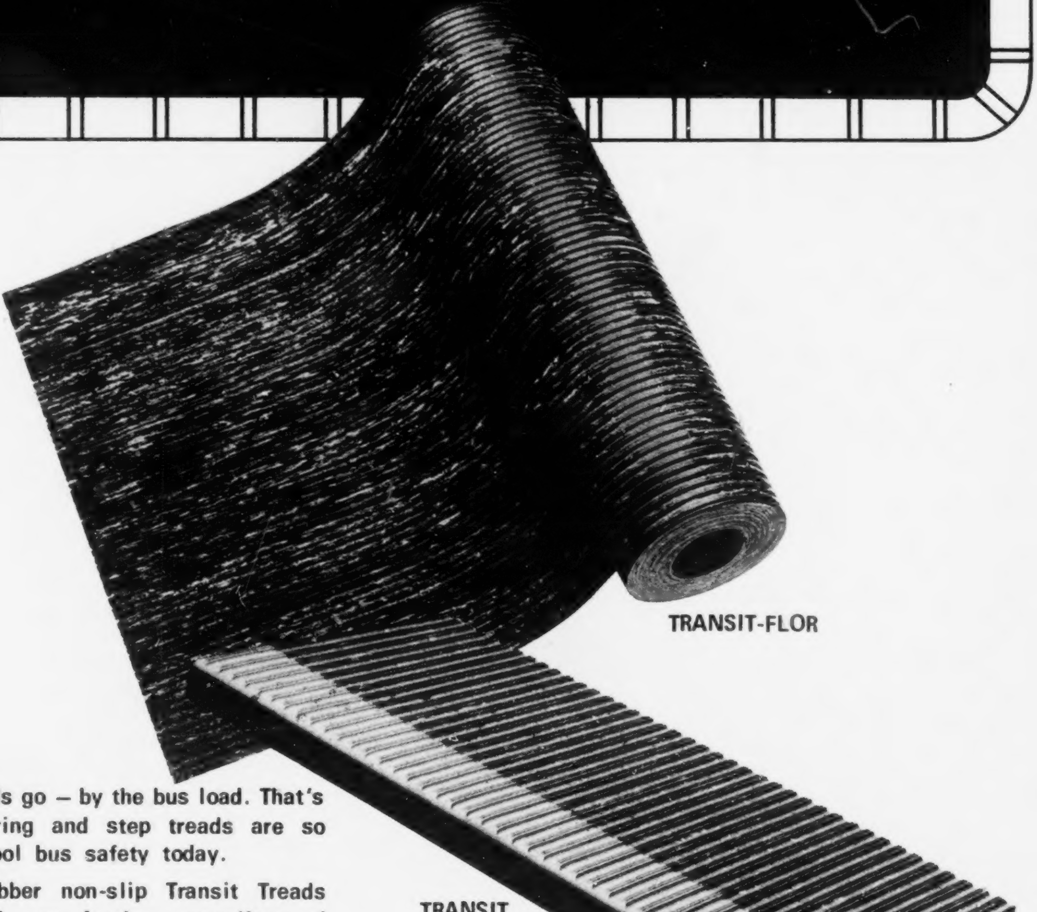

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BLUE BIRD

All models in the 1981 line of Blue Bird school buses feature Blue Bird all-steel unitized construction for strength and safety. The structural design of the Blue Bird body permits each structural component to lend its entire strength to the total structure, not just to a section.

Blue Bird's one-piece bow combined with other structural components provides certified roll-over protection for the bus passengers. Extensive tests have been conducted to demonstrate and certify that the strength of the Blue Bird roof meets and exceeds the Department of Transportation (DOT) requirements.

Hundreds of tests have also been conducted to certify joint strength of the Blue Bird school bus body. Through the testing program, all joints of the Blue Bird body have been certified to meet the new DOT joint strength requirements. Other structural features include a full-length side gusset down each side of the body, full-length, formed-steel rub rails and sturdy bumpers of 3/16-inch steel.

The Blue Bird All American Transit Coach features all-steel, heavy-duty components from bumper to bumper to provide dependability and safety for passengers. The Forward Control Blue Bird Coach is available with a wide choice of engines and optional features.

Fully equipped to meet all of the new federal construction standards, Blue Bird says its coach may well be the safest school bus ever built. Other features that are now required by DOT include a new, fully padded seat to meet rigid specifications, a crash barrier in front of the front seat to provide protection for youngsters riding in the front of the bus and a massive fuel tank barrier to prevent loss of fuel in the event of a collision. Blue Bird designed, developed, tested and certified all these features.

Blue Bird also offers a wide selection of Conventional Body models and sizes to fit all the major school bus chassis. A full selection of body options and safety features that Blue Bird offers can be specified to meet a number of applications. The body features just described are also available with Blue Bird Conventional bus bodies.

The new, 35-inch side elevator lift gate is available with both Forward Control and Conventional bus models. This elevator lift is operated hydraulically with electric push-button controls.

Full-color catalogs are available from Blue Bird and Blue Bird distributors describing construction features, safety features and optional features.

BUS CON

Bus Con Corporation enters the 1981 model year with their biggest order backlog in the twelve years they have been building buses. A major expansion has been completed which has doubled their capacity for production. Bus Con's new plant is located in Elizabeth, New Jersey, just minutes away from Newark International Airport.

The mainstay of Bus Con's product line continues to be its "miniBUS". This van conversion meets all federal and state requirements for school buses. It is available in a sixteen passenger model as well as in various configurations that can accommodate passengers in wheelchairs. All models and floor plans are available on either a Dodge or Ford chassis. Chevrolet and GMC chassis' can be altered to a limited number of floor plans. Consult with the company for specific model availability. Upon request they will be glad to send full specifications and a color brochure describing equipment and construction. As in previous years, the "miniBUS" shall continue to be one of the lowest priced buses offered in the market place, while maintaining its high value.

Part of Bus Con's commitment to assure quality and safety is an ongoing testing program throughout the production process. Training and methods for production personnel and assembly are constantly being upgraded to insure a yet finer product.

Bus Con is engaged in an aggressive marketing program. They are seeking to substantially increase distributor and dealer outlets. Any dealers interested in their products should contact Bus Con Corporation for information.

CARPENTER

Carpenter Body Works' 1981 line of school buses includes four different styles on a variety of chassis, with passenger capacities ranging from 18 to 84 students.

The Carpenter Conventional (pictured), the most popular bus in the Carpenter line, is produced on Ford, Chevrolet, GMC and International Harvester chassis, and can be outfitted to fulfill almost any school transportation requirement.

The versatile Conventional comes in a choice of 23 different body lengths, from 15'9" to 33'3", and has student seating capacities for 29 to 72 students. Coach interiors can be specified for 74" or 79" of headroom.

The Conventional, like all Carpenter school buses, meets or exceeds all DOT safety standards applicable on the date of manufacture. Each Carpenter bus can be readily equipped at the company's Mitchell, Inc. plant to meet the special requirements of the buyer's state.

Close behind the Carpenter Conventional in popularity is the Carpenter Cadet, the small carrier which has been instrumental in the modern trend toward flexibility and fuel economy in school transportation.

Built in three sizes and seating from 18 to 32 students, the Cadet protects passengers with the same unitized body construction that the Conventional is famous for. The overall lengths of the Cadet run from 19' 3" to 23'11" on Chevrolet or GMC chassis.

The Cadet's narrow, 84-inch width and short turning radius provide unusual maneuverability in city traffic and on narrow roads. Because it eliminates wasted seating capacity when busing small groups, the Cadet is often equipped with a hydraulic lift for transporting students with physical disabilities.

Carpenter completes its 1981 spectrum of school buses with two transit-style buses: the rear-engine Carpenter Corsair and the front-engine, forward control Cavalier.

Carpenter (continued)

Many school districts choose the Corsair and the Cavalier because they can transport more students-per-gallon-of-fuel than other, smaller buses. In spite of their large size, drivers find them easy to maneuver, since both feature unusually short wheelbases for the number of students carried.

Built on Hendrickson chassis, the Corsair and Cavalier are offered with gasoline or diesel engine. The Corsair accommodates 54 to 84 students, while the Cavalier seats 70 to 84.

Besides performing daily route service, both the Corsair and the Cavalier are well suited for transporting students over long distances. Big storage areas under the side skirts can handle a large amount of luggage, and both can be fitted with 60-gallon fuel tanks for extra travel range.

Carpenter's Dyno-Thermic heating and ventilating system, plus air conditioning, are available on all of the company's bus models, along with more than 500 other optional accessories.

Information and illustrated literature on the 1981 Carpenter line may be obtained from any of Carpenter's 62 distributor/sales service centers throughout the country, or by writing or calling Carpenter Body Works, Inc., Mitchell, Inc., 47446, telephone (812) 849-3131.

COACH & EQUIPMENT

Coach & Equipment, manufacturer of the Fortivan since 1969, will offer for 1981 the complete line-up of Chevrolet, Dodge, Ford and GMC chassis.

The vehicle is restructured on all chassis for compliance with Federal Motor Vehicle Safety Standards and most individual state requirements. Basic seat plans are offered in a 12-16-20 pupil passenger configuration. Various seat plans, as well as custom designed seat plans for transporting the handicapped, are also offered.

Coach & Equipment has designed and is producing a new generation power electric hydraulic lift mechanism. Dual pistons are featured, as well as a "bolt-in" installation. The door height at the lift entry is an extra height opening for easy entry and exit of handicapped pupils.

Coach & Equipment will continue to offer their high quality design and workmanship for 1981 for the school market. The company also offers special custom built vehicles for the adult transportation market.

COLLINS

Bantam, Omni/Bus, fire apparatus equipment and the Crusader ambulance line of vehicles as well as the handicapped transportation products Saf-T-Lift, Flip-Seat, Saf-T-Ramp, Saf-T-Lock and torso restraints are offered by Collins Industries, Inc. With ten years' experience in the industry, the firm specializes in products for school, elderly, handicapped and emergency transportation applications.

The Collins line of buses for 1981 is designed to fit a variety of transportation needs and to meet all federal and state specifications. All units may be fitted with the electrohydraulic powered Saf-T-Lift and electric or automatic Saf-T-Lock.

Collins has established a national organization of proven distributors to sell and service its products. Through these national distributors, the company offers units or accessories to serve the needs of bus operators anywhere in the United States.

CROWN

"Modern" is the word that best describes the 1981 integral-transit Crown Supercoach. The functional aerodynamic body design and large capacity sets it apart as the ideal school coach for the times. The Supercoach is available in two and three axle models with capacities for 78 and 90 pupils. Safety being its prime ingredient, it offers numerous safety features. Foremost is the extra strong 90,000 psi Ultra High Tensile Steel used in all of the main structural members. The roof structure contains 22 and 26 roll bars at the front end of the roof, integrated with double body posts, and triple roll bars at the rear end integrated with a triple body post assembly.

Other safety characteristics include an extra high floor level so that the pupils are seated safely above the crash zone; AC Air Brake Anti-Skip Control System (standard); energy-absorbing construction at the front and rear ends of the coach. Maximum maneuverability is assured by the full integral power steering. All gauges and controls are placed directly in front of the driver in the aircraft type instrument console. The entrance and driver's area is spacious and uncluttered. Other safety characteristics include inward-outward-opening safety entrance door, left side emergency door, rear emergency window, and extra-wide window openings for quick evacuations in emergency situations.

The Supercoach also offers economical features such as extra large seating capacity, heavy duty diesel power, dry-wall construction, and aerodynamic body design, all adding up to lower operating and maintenance cost. In addition, the Supercoach has a minimum 20 year life expectancy.

A choice of underfloor mounted, heavy duty diesel engines from Detroit Diesel and Cummins are available, with horsepower ranges from 250 to 290 and torque ratings from 745 to 930 foot-pounds. The T905M Fuller twin countershaft transmission is standard with both engine makes. Other transmissions available are a Spicer SS-T-10 ten speed twin countershaft, fully automatic Allison MT-644 and HT-740 four speed, and Fuller Roadranger ten-speed twin countershaft RT and RTO 910 series.

Crown construction features include heavy gauge aluminum body panels applied with aircraft type rivets instead of screws, and heavy duty Alodine treated aluminum sash with stainless steel latches and long lasting vinyl runners. The bottom of the window wells contain V-shaped rubber cushion stops to protect the sash. The full-length, full-width, 1-3/8-inch thick insulated floor is covered with three full-length strips of heavy duty rubber, fully coved for easier floor maintenance. Fuel capacity is 100 gallons standard and up to 140 gallons optional. Baggage capacity of up to 159 cubic feet is available, utilizing a combination of the rear compartment, and front and rear side compartments.

Other important features include a 13,200-pound capacity front axle, power steering pump and air compressor driven directly from the engine without belts, and three-stage engine temperature control.

Crown also builds specially designed extra curricular or dual purpose coaches with a wide range of options to meet individual requirements.

GILLIG

With the introduction of split sash windows, Gillig now has total dry wall construction.

Gillig's ring of steel construction concept is still in force, but now the "ring of steel" is stronger than before.

Their new design is complemented by many new features. The fuel tank is now mounted center of frame directly behind the front axle. The spare tire is mounted under the front of the bus ahead of the front axle for ease of access.

Gillig offers the widest range of engines in the school bus market.

GILLIG (continued)

Rear engine options offer 3208 Caterpillar engines. Underfloor options include the Detroit Diesel 6178T and the Cummins NHHTC 270 and 290. Engine brakes are available on most models.

As standard equipment, Gillig offers stainless steel interior including stepwells, AM/FM stereo with public address system, air ride driver's seat, electric fast idle (on 3208 Cat. only), heavy duty bolted radiator assembly with surge tank and sight glass. Other standard items include 11 x 22.5 tubeless tires, air throttle, 42 oz. seating material, and a French walnut dash assembly. Electric automatic shift control is also standard when an automatic transmission is specified.

Another innovation is Gillig's new hydraulic fan drive assembly. When the fan is not in operation, which is approximately 70% of the time (when the engine temperature is below 197°), there is approximately 30 more available horsepower transmitted directly to the rear wheels. This feature provides less wear and tear on the fan drive and engine which produces much improved fuel mileage.

Fuel capacity is 100 gallons standard and up to 140 gallons optional.

Baggage capacity has been increased to 150 cubic feet available on the rear engine model and 105 cubic feet available on the underfloor model. Added security luggage compartment is available on the right hand side behind the front axle, on the underfloor, and right and left hand sides on the 3208 Cat.

Electrical wiring has been improved providing wiring that is both color coded and numbered with heavy duty aircraft type electrical connectors. The dash assembly and wiring harness have been designed for ease of maintenance. The dash tilts 90° so that 11 gauges and wiring are easily accessible for repair. A minimum of three extra wires, depending on options specified by the customer, have been designed into the main wire harness assembly in the event the customer should desire to add options at a later date.

The largest brakes in the industry are standard equipment on every Gillig coach. Rear brakes are 16½ inch x 10 inch S cam. Front brakes are 16½ inch by 6 inch S cam. Total lining surface area is 1025 square inches.

Four Delco maintenance free batteries mounted in series give 1900 cold cranking amps of power. Batteries are mounted on a slide out tray for ease of maintenance.

Side panels have been designed in two sections which meet at the side belt rail. This design allows quick repair or replacement of lower panels most subjected to road damage.

DuPont Centari paint is standard, Imron is offered as optional.

Gillig manufactures custom-built coaches for school, private, transit, commuter, and tour bus type operations. Gillig also manufactures driveable chassis for use in school bus or other compatible domestic and foreign markets.

THOMAS

For 1981 Thomas Built Buses offers one of the most complete lines of school buses in the industry. The 1981 Thomas line-up includes the Saf-T-Liner transit coach, the Thomas Conventional, the Mighty Mite forward control and the New Thomas Minotour.

The Saf-T-Liner is a large capacity, rear engine transit coach which combines advanced designing with traditional Thomas quality and safety construction. Featuring all steel heavy duty componentry, the Saf-T-Liner combines dependability and economy with increased passenger safety and comfort. With a surprisingly short turning radius and capacity to seat 84 students, the Saf-T-Liner is ideal for high density operations. Also, a full through underbody luggage compartment is available to adapt the Saf-T-Liner for athletic and special school activities. A wide selection of power train packages and optional equipment are available to tailor the unit to specific operating conditions.

The 1981 Thomas Conventional unit is available in numerous model sizes seating up to 72 passengers. Mounted on chassis produced by all the major manufacturers including Chevrolet, Ford, GMC and International Harvester, the conventional continues to be the most popular unit in the Thomas line. The conventional, like the complete line of Thomas buses, has been extensively tested for quality, safety and durability and is certified in compliance with all federal requirements.

The Mighty Mite forward control is an ideal solution to small and intermediate group transportation. Seating up to 32 passengers, the Mighty Mite is highly maneuverable and easy to operate with narrow (84" wide)

THOMAS (continued)

body and short turning radius.

The newest addition to the Thomas line is the versatile Minotour. Available on Ford E-350 chassis, the Minotour features the same basic body construction as the Thomas Conventional bus. With capacity to seat 19 passengers, the Minotour is the perfect solution to small group transportation when a large bus is not practical and a van doesn't quite measure up.

All models of Thomas Built Buses are available with electrohydraulic power lifts to accommodate the handicapped. In addition, Thomas offers a wide selection of optional equipment and safety features to meet numerous applications.

T.P.I.

Transportation Products, Inc. (T.P.I.) is now producing its 6th model year of Type II - 16 passenger school buses, and its new STURDI-VAN is the culmination of the search for an economical, yet quality-built product.

T.P.I. manufactures these 16-passenger raised roof school buses on Chevy, GMC, Ford and Dodge vans, and currently have approved buses operating in many states.

T.P.I.'s staff has made design modifications in all models to make their bus the widest and highest in the field, depending upon which make van is used. The interior of the school bus is 74" wide at seat height with 67" interior headroom. The bus has 30" seats with 14.5" aisle. T.P.I. has developed a method of increasing the Chevy and G.M.C. length by 4½", allowing greater knee space (patent pending). T.P.I.'s first concern is for the children's safety as well as comfort, and one of the many innovations and safety features designed into the STURDI-VAN is a recessed entrance step. This step is protected from ice and mud and allows T.P.I. to complete this unit without additional ICC lights, which become a nuisance for maintenance.

The STURDI-VAN is not only designed with the best safety features but with an eye to its economical utilization. The T.P.I. bus will enable many firms to have a very competitive advantage in the marketplace.

Distributorships are available in some areas. For further information, contact Irv Kushner at Transportation Products, Inc., Foot of Ramapo Avenue, Suffern, N.Y. 914-357-2510.

WARD

The new Ward bus company has two primary commitments: (1) to build a quality school bus and (2) to vigorously compete for its place in the market.

New leadership in the form of Milt Honea, a manufacturing executive formerly with FMC Corporation (now Ward's new president); and Jerry Williams, former Ward executive vice president (now the new Ward vice president of marketing), is confident in maintaining these commitments. Their confidence is echoed by the new investor group, MBH, Inc., which consists of Bob and Dick Harmon, two nationally known bus contractors-dealers, and J.W. "Buddy" Benafield and Thomas F. "Mack" McLarty, two prominent Arkansas automotive industry executives.

The new Ward will maintain the dozens of features that have made them outstanding in the industry. Some of these features are Ward's unique tiedown assembly, which utilizes solid steel bolts plunged through two layers of steel to join the body to the chassis. Ward states that no accident has ever separated a Ward body from its chassis. Heavy-duty skirt gussets provide extra support at major stress points; threaded body bows and side strainers give extra protection at shoulder level. This particular safety feature is exclusive with Ward. Ward's patented cam-action window latches permit windows to open easily and close securely.

The new 1981 Ward will be on display at national and state exhibitions.

WAYNE

Wayne Corporation is so confident that its Lifeguard and Busette school buses have a big lead over other vehicles for student transportation that it is launching an aggressive SHOWDOWN campaign for 1981. "Today's school officials and bus operators are taking a closer look at school buses, looking for built-in product performance, not only in safety, but also in lower bottom-line expenditure over the years," said Terry G. Whitesell, Wayne's vice president of marketing. "The 1981 Waynes are specifically designed to meet these needs, and the differences between Wayne buses and others are just too great to overlook. That's why the 'Showdown' approach is so right for Wayne," Whitesell declared. "We will be asking school officials and bus operators to make their own feature for feature comparisons in a showdown between Wayne buses and others, before making a purchasing decision. Wayne's fully illustrated new literature will strongly call attention to important points that deserve consideration. And demonstrations of the actual buses will make Wayne's leadership even more obvious," he added.

"The Lifeguard bus, which introduced revolutionary new safety construction in 1973, has been further improved each year and the others haven't begun to catch up."

Scores of features incorporated in Lifeguard drastically reduce upkeep costs and permit much easier maintenance and repair.

Lifeguard is nationally recognized for unique design that reduces the possibility of injuries to passengers. From one end of the passenger compartment to the other, inside and outside, one-piece panels eliminate seams, resist penetration and increase safety by utilizing 100 percent of the strength of the steel skin, not just 60 percent as required by Joint Strength Federal Standard 221. Lifeguard also has bigger windows for better all-around visibility and faster escape in event of an accident.

A new, more efficient system of keeping the windshield clear is standard on Lifeguard for 1981. The bottom-mounted dual electric wipers, with independent motors, spray washer fluid directly from the blades onto the windshield.

The Wayne Busette, a heavy favorite for small group student transportation since its introduction six years ago, is further advanced for 1981 and will now be available in a choice of three chassis – Chevrolet, GMC and, for the first time, Ford. Busette, which seats up to 20 passengers plus driver without crowding, has big new side windows with escape openings 11½ inches deep, compared with only 9 inches for other buses. "Today's children are larger than generations past and the old 9-inch escape openings are simply too small for many of the passengers," a Wayne safety engineer pointed out. Also new and standard on Busette is a huge, deep-formed rear bumper (the same type used on Wayne's big Lifeguard school bus) for increased protection of passengers.

Another major advancement, available as an optional extra with the '81 Busette, is a large, new bus-type entrance for easier loading and unloading, greater visibility and enhanced appearance. The doorway is squared at the top (no obstruction at corners) and has a clear opening 68 inches high and 24 inches wide. The new double-leaf outward-opening door enables Busette to pull closer to awaiting passengers for safer, more convenient boarding. Steps are wider, squared (free of toe-stubbing obstructions) and there is an additional step, making distances between the steps shorter. The bottom step is only 12½ inches from the ground.

Two additional front corner windows that come with the new entrance combine with the four large windows of the new door to provide "fish bowl" visibility. The deluxe door control has powerful leverage and ball bearings for exceptionally easy operation.

Whichever chassis the customer selects – the Chevrolet 10,000-lb. GVWR, the GMC 10,000-lb. GVWR or the Ford 9,900-lb. GVWR – Busette has reserve carrying capacity, leeway to add popular optional equipment without exceeding the legal weight limits or overloading the engine axles, springs, tires, etc. This results in longer bus life and fewer repairs, a Wayne engineer stated. Each of the chassis has a powerful V-8 engine, dual rear wheels, automatic transmission, heavy-duty disc front brakes and power steering.

Busette's extra-roomy, 89-inch-wide interior eliminates crowding. Headroom is 63 inches which many drivers like because, while students can easily take their seats, it tends to keep them seated, holds down disturbances.

Lifeguard and Busette are both available in models specially designed for transportation of physically handicapped students. Each of these buses is equipped with an electro-hydraulic elevator for convenient loading and unloading of passengers. An easy-to-operate mechanism locks wheelchairs in place for travel.

Wayne Transportation Division, Richmond, Indiana, is a part of Wayne Corporation, an Indian Head Company.

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E-15 Pleasant Avenue
Paramus, NJ 07652
(201) 845-4777

School Bus Sales
624 West Broad Street
Paulsboro, NJ 08066
(609) 423-1114

NEW MEXICO

Tillery Chevrolet-GMC, Inc.
P.O, Box 8
Estancia, NM 87016
(505) 384-2712

NEW YORK

Consolidated Bus Sls. & Svs.
127 Milligan Lane
Babylon, NY 11704
(800) 462-7853

Frontier Bus Sales & Serv., Inc.
2306 Walden Avenue
Buffalo, NY 14225
(716) 684-9330

V.W. Weeks & Sons, Inc.
Upper Glen Street
Glens Falls, NY 12802
(518) 792-0075

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Carolina Bus Sales
943 Riverside Drive
Asheville, NC 28804
(704) 254-5612

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McLaughlin Equipment Co.
320 South 27th St.
Fargo, ND 58101
(701) 237-6046

OHIO

Ace Truck Equipment Co.
1130 Newark Road
Zanesville, OH 43701
(614) 453-0551

H.M Bosse & Son
7250 Longfield Drive
Box 43026, Madeira P.O.
Cincinnati, OH 45243
(513) 561-7928

Myers Equipment Corp.
601 East Main Street
Canfield, OH 44406
(216) 533-5556

Schodorf Body Co.
885 Harmon Avenue
Columbus, OH 43223
(614) 228-6793

Standard Hardware & Supply Co.
East Main Street
McArthur, OH 45651
(614) 596-5520

OKLAHOMA

Cecil H. Lamb
P.O. Box 100
Elgin, OK 73538
(405) 492-4153

OREGON

Transport Equipment Co.
P.O. Box 3817
Seattle, WA 98124
(206) 223-5489 or 223-5454

PENNSYLVANIA

Gross Equipment Co., Inc.
R.D. 1, Box 387
Bechtelsville, PA 19505
(215) 367-2685

Myers Equipment Corp.
601 East Main Street
Canfield, OH 44406
(216) 533-5556

RHODE ISLAND

Consolidated Bus Sls. & Svs.
9 Cel-Bret Drive
Danbury, CT 06810
(800) 828-7822

SOUTH CAROLINA

Interstate Transportation Equip.
P.O. Box 9163
Columbia, SC 29290
(803) 776-4770

SOUTH DAKOTA

McLaughlin Equipment Co.
320 South 27th Street
Fargo, ND 58101
(701) 237-6046

TENNESSEE

Carpenter Bus Sales
1011 Cherry Avenue
Nashville, TN 37203
(615) 256-3910

TEXAS

Commercial Body Corp.
P.O. Box 1119
San Antonio, TX 78294
(512) 224-1931

UTAH

Cannon Sales, Inc.
340 West 5th, South
Salt Lake City, UT 84101
(801) 328-9404

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Upper Glen Street
Glens Falls, NY 12802
(518) 792-0075

J & B International Trucks, Inc.
30 Main Street
Burlington, VT 05401
(802) 862-6551

VIRGINIA

Smith-Moore Body Co.
P.O. Box 27287
Richmond, VA 23261
(804) 321-7686

WASHINGTON

Critzer Equipment Co.
P.O. Box 152
Spokane, WA 99210
(509) 534-0446

Transport Equipment Co.
P.O. Box 3817
Seattle, WA 98124
(206) 223-5489 or 223-5454

WEST VIRGINIA

Winterholler, Inc.
I-64, Exit 47
Charleston, WV 25301
(304) 776-3651

WISCONSIN

Arrowhead Equipment Co.
Truck Center Drive
Duluth, MN 55806
(218) 628-2345

Atlas Truck Equipment & Bus Corp.
415 South Third Street
Milwaukee, WI 53204
(414) 272-1590

Tillson Bus & Equipment Co.
1901 West 144th Street
Burnsville, MN 55337
(612) 435-8622

WYOMING

Colman Equipment Co.
P.O. Box 213
Casper, WY 82602
(307) 234-3500

EXPORT DISTRIBUTOR

Engineering Equipment Co.
Regency Tower West, Suite 1000
1515 West 22nd Street
Oak Brook, IL 60521
(312) 236-1815

COACH & EQUIP.

DELAWARE

Wolfington Body Co., Inc.
P.O. Box 218, Route 100
Exton, PA 19341
(215) 458-8501

ILLINOIS

Fortivan Sales Corp.
of Illinois
21 West 165 Hill Avenue
Glen Ellyn, IL 60137
(312) 655-0333

MICHIGAN

Great Lakes Coach Sales
P.O. Box 181
8922 Shaver Road
Portage, MI 49081
(616) 327-8911

MINNESOTA

North Central Coach &
Equipment
P.O. Box 1084
Clearwater Road
St. Cloud, MN 65301
(612) 215-7252

NEW JERSEY

Wolfington Body Co., Inc.
Route 38
Mount Holly, NJ 08060
(609) 267-0763

NEW YORK

Coach & Equipment Sales Corp.
104 Lake Street
Penn Yan, NY 14527
(315) 536-6712

PENNSYLVANIA

Wolfington Body Co., Inc.
P.O. Box 218, Route 100
Exton, PA 19341
(215) 458-8501

KENTUCKY

Fred S. Post, Jr. Co.
617-24th at University Avenue
Knoxville, TN 37902
(615) 532-2102

TENNESSEE

Fred S. Post, Jr. Co.
617-24th at University Avenue
Knoxville, TN 37902
(615) 532-2102

For all areas not shown,
please call:
Richard (Dick) Kreutziger
Coach & Equipment
Penn Yan, NY 14527
(315) 536-3316

COLLINS

ALABAMA

Eddins & Lee Bus Sales, Inc.
2130 Highway 31 South
Pelham, AL 35124
Ira Eddins
(205) 983-3517

ARIZONA

Auto Safety House
2630 West Buckeye Road
Box 20643
Phoenix, AZ 85036
Harry Amster
(602) 269-9721

CALIFORNIA

National Bus Sales & Leasing
6950 Tujunga Avenue
North Hollywood, CA 91605
Jim Black/Mike Devich
(213) 989-1665

CONNECTICUT

School Lines, Inc.
Box 421
Madison, CT 06443
Jack Beebe
(203) 245-2781

DELAWARE

Wolfington Body Co., Inc.
Route 38
Mount Holly, NJ 08060
Robert Wolfington
(609) 267-0763

FLORIDA

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P.O. Box 17904
Orlando, FL 32860
Dan Zaffran
(305) 298-1010

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2130 Highway 31 South
Pelham, AL 35124
Ira Eddins
(205) 983-3517

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E.M. Bailey & Sons, Inc.
1402 N. Locust Street
Pontiac, IL 61764
Joe Bailey
(815) 844-5117

Padfield Bus & Equipment
P.O. Box 125
Breese, IL 62230
Paddy Padfield
(618) 526-4131

Superior Coach Sales
P.O. Box 600
2420 N. Highway 67
Florissant, MO 63033
Phil Daugherty
(314) 838-4220

INDIANA

Imperial Equipment Corp.
P.O. Box 1190
3440 Kossuth Street
Lafayette, IN 47902
Bob Calloway
(317) 447-9321

Castleton Coach
Box 50248
Indianapolis, IN 46200
Bus Reitmier
(317) 849-3304

IOWA

School Bus Sales Co.
P.O. Box 817
4537 La Porte Road
Waterloo, IA 50704
Dan Gray
(319) 232-6694

KANSAS

Coffeyville Bus Sales
703 Central
Coffeyville, KS 67337
George Pruitt
(316) 251-4008

Kansas Truck Equipment
1521 S. Tyler Road
Wichita, KS 67209
Dick Perry
(316) 722-4291
1 (800) 362-2109

LOUISIANA

Seaman's Blue Bird Bus Sales
P.O. Box 1364
Ruston, LA 71270
Bill Seaman
(318) 255-0897

MARYLAND

Patco Distributors, Inc.
P.O. Box 946
Spa Road
Annapolis, MD 21404
Pat Henry
(301) 269-0251

MASSACHUSETTS

School Lines, Inc.
Box 421
Madison, CT 06443
Jack Beebe
(203) 245-2781

MINNESOTA

National Bus Sales & Leasing, Inc.
14900 Margaret Place
Minnetonka, MN 55343
Mike Chatterton
(612) 935-4442

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Bus Supply Company, Inc.
Highway 98 E.
P.O. Box 502
McComb, MS 39648
Keith Sanders
(601) 684-2900

MISSOURI

Allied Bus Sales
P.O. Box 330
Belton, MO 64012
Terry Crabtree
(816) 331-9600

Easy Way

DUBL-LIFE® SAVER

ENERGY ABSORPTION SYSTEM (Patent 3,827,752)

Of the 19 million pupil passengers transported daily in school buses, 35,000 to 40,000 children receive injuries yearly. These injuries can be greatly reduced in incidence and in severity with the installation of the DUBL-LIFE® SAVER retro-fit energy absorption system.

SAFETY CANNOT WAIT!

PROTECT YOUR PASSENGERS NOW!

Why just recover your vandalized seats when for nearly the same cost you can **safety equip and recover** the seat as well as recover the seat cushion?

DUBL-LIFE® SAVER provides a new cover for your seats and an energy absorption system.

This revolutionary system converts the seat itself into an energy absorber.

Circle 101 on SBF Action Card

PHONES: 513-242-5640 Ohio Call Collect
800-543-4532 TOLL FREE

PRICE LIST

EFFECTIVE SEPTEMBER 1, 1979

EASY WAY Products Co.

407 BLADE ST. P.O. BOX 16009
CINCINNATI, OHIO 45216

DATE ____________

PURCHASE ORDER ____________

NAME ____________
ADDRESS ____________
CITY ____________ STATE ____________
ZIP ____________ TELEPHONE ____________

SHIP TO ____________
____
____
SAME AS SOLD TO UNLESS OTHERWISE INDICATED

Quan. Ordered	ITEM NO.	DESCRIPTION	YEAR & MFG. OF BUS BODY	SEAT WIDTH	COLOR	UNIT PRICE	TOTAL AMOUNT
	RV-1	Dubl-Life® Saver Support Restraint Vest			GREEN	45.00	
	SC-2	Replacement Stanchion Padding 3 Foot Sections			BLACK	15.00	
		ECONOMY REPLACEMENTS					
	EB	Economy Padded Back Replacement Order		39"	GREEN	* 12.00 **	
	EC	Economy Cushion Replacement Cover		39"	GREEN	8.00 **	
	EF	Foam Envelope For Padded Back		39"		13.00	
		PREMIUM 42 OZ. REPLACEMENT COVERS					
	RF-3	Dubl-Life® Saver Retro-Fit Energy Absorption System - Snap Bottom		39"		24.00	
	RB-4	Replacement Seat Backcovers/Standard Back		39"		10.75	
	RC-5	Replacement Seat Cushion Covers		39"		10.75	
	RB-4P	Replacement Seat Backcovers/Padded Back Snap Bottom		39"		24.00	

*** High Back Covers Add $5.00.**
****Add 20% For 26"-30"-36"-45" Seats.**

Terms: Net 10 Days
F.O.B. Cincinnati, Ohio

____
Authorized signature

Sub Total ____________
Freight ____________
Total ____________
TOTAL

Prices subject to change without notice.

Easy Way PRODUCTS CO.

407 BLADE STREET • ELMWOOD PLACE, CINCINNATI, OHIO 45216
P.O. BOX 16009 • PHONES: (513) 242-5640 OHIO CALL COLLECT
(800) 543-4532 TOLL FREE

EASY WAY
ECONOMY SEAT COVERS

NO PRICE INCREASE

FOR 39''SEATS

SUPER STRONG ....
SUPER PRICE ....
SUPER SERVICE ....

STYLE #		
EC	CUSHION COVER -	$8.00 **
EB	PADDED BACK COVER -	$12.00 * **
EF	REPLACEMENT FOAM ENVELOPE - STANDARD HEIGHTH ONLY	$13.00

* Add $5.00 for high back covers. **Add 20% for 26"-30"-36"-45 seats.

Easy Way PRODUCTS CO.

407 BLADE STREET • ELMWOOD PLACE, CINCINNATI, OHIO 45216
P.O. BOX 16009 • PHONES: (513) 242-5640 OHIO CALL COLLECT
(800) 543-4532 TOLL FREE

Easy Way

STANCHION
PROTECTIVE
COVERING

SC-2

REPLACEMENT

BACK COVERS
CUSHION COVERS
STANCHION PADDING

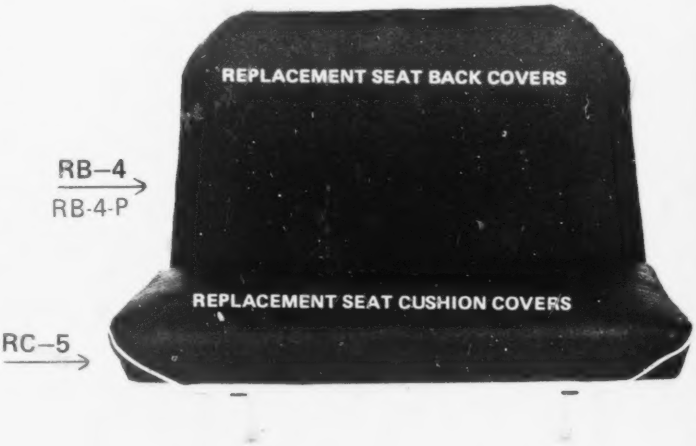
EASY WAY has most patterns available for all make seats and sizes. Place your orders now for quick delivery.

All Components meet FMVSS # 302 Fire Retardancy code.

RB-4 Replacement back cover for standard seat back. Replace vandalized or worn covers with EASY WAY custom made replacements. These covers are constructed of approved 42 oz. supported vinyl. Sewn with heavy Nylon thread for longer lasting seams. All components meet FMVSS # 302 Fire retardancy code.

RB-4-P Replacement back cover for fully padded seat back. Specifications same as above.

RC-5 Replacement seat cushion covers. Easy Way custom made replacement cushion covers tailored for your cushions. 42 oz. supported vinyl and sewn with heavy Nylon thread.



Dubl-Life®: easy to install, too.

Easy Way PRODUCTS CO.

407 BLADE STREET • ELMWOOD PLACE, CINCINNATI, OHIO 45216
P.O. BOX 16009 • PHONES: (513) 242-5640 OHIO CALL COLLECT
(800) 543-4532 TOLL FREE

Circle 101 on SBF Action Card

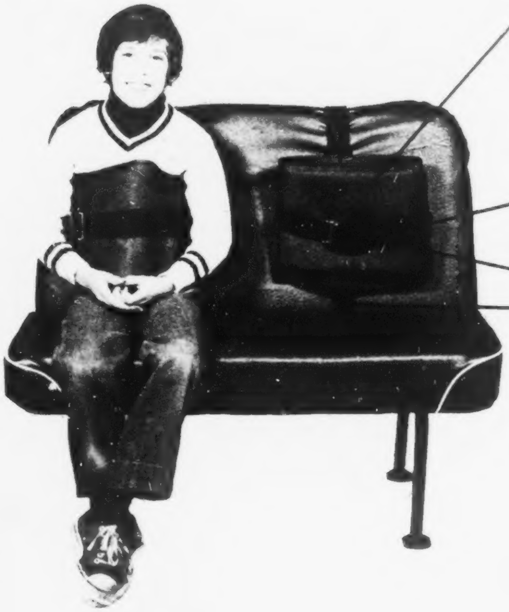
Easy Way

DUBL-LIFE® SAVER

SUPPORT RESTRAINT VEST

FOR THE SAFE TRANSPORTATION
OF THE PHYSICALLY HANDICAPPED

This innovative idea incorporates the principles of restraint as well as support for the passenger whose disability does not allow him the muscular stability of a non-afflicted person.



- THICK ENERGY ABSORBING PROTECTOR
- QUICK RELEASE BUCKLES
- ADJUSTS TO FIT ALL SIZES

The use of extra wide supported vinyl material in the vest offers upper body support without restricting normal movement, for those passengers who cannot hold themselves erect. In order to prevent injuries from the buckle upon impact, a high quality energy absorbing material is built into the vest adding comfort as well as protection.
Easily installed or transferred from vehicle to vehicle, the vest does not become a permanent fixture.

Safety belts exceed federal specifications. All components meet FMVSS 302 fire retardancy code.

Easy Way PRODUCTS CO.
407 BLADE STREET • ELMWOOD PLACE, CINCINNATI, OHIO 45216
P.O. BOX 16009 • PHONES: (513) 242-5640 OHIO CALL COLLECT
(800) 543-4532 TOLL FREE

Circle 101 on SBF Action Card

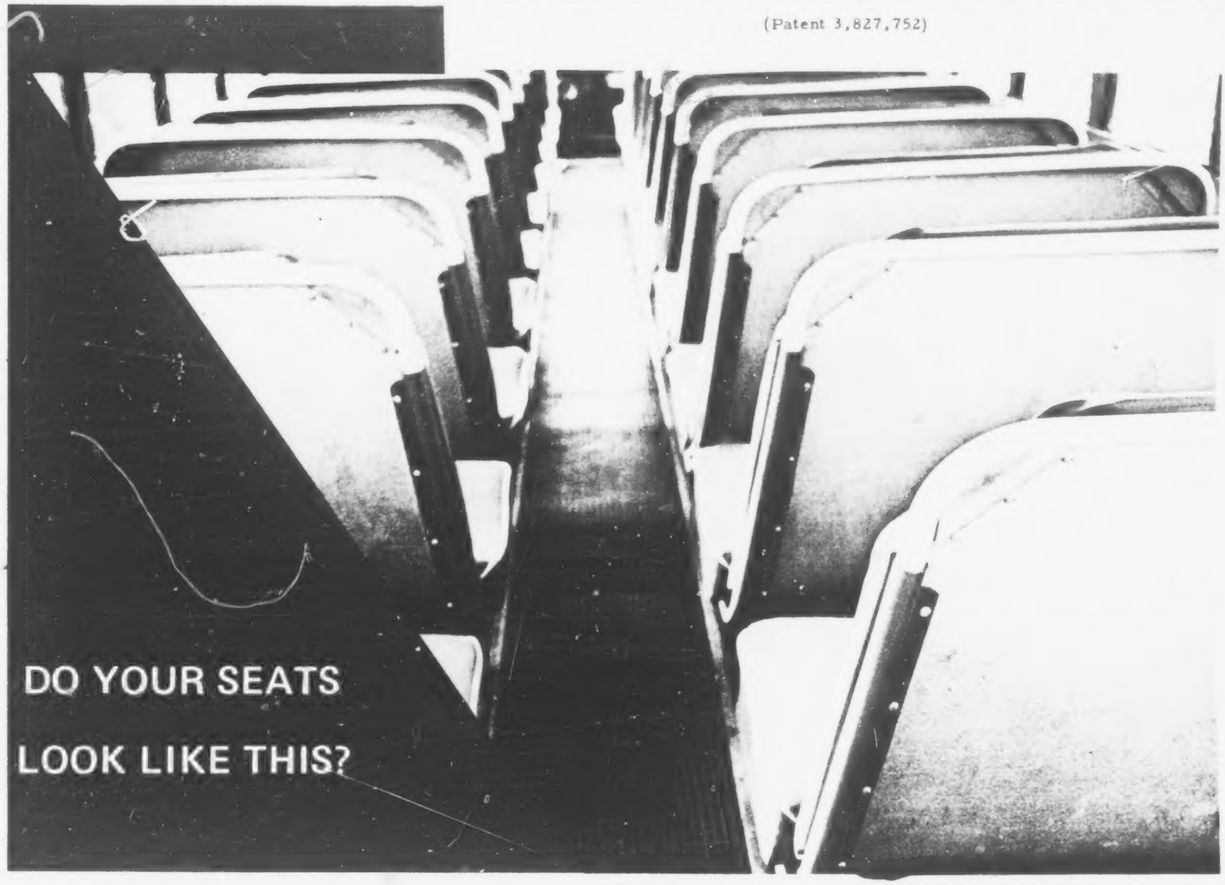
Easy Way

DUBL-LIFE® SAVER

BEFORE

RETRO-FIT
ENERGY ABSORPTION SYSTEM

(Patent 3,827,752)



Easy Way Products of Cincinnati, Ohio has developed the first COMPLETE RETRO-FIT KIT using an energy absorption system. This system not only protects the pupil's face but his knees and shins as well.

Most of the 300,000 Yellow Buses in service throughout the nation are NOT equipped with energy absorbing seats. Now, with DUBL-LIFE® SAVER RETRO-KITS you can provide impact protection at an economical price.

Easy Way DUBL-LIFE® SAVER protective seat renovation provides impact protection for all buses . . . old and new.

Seats retro-fitted with DUBL-LIFE® SAVER protective seats update buses already in service and enchance safety of pupil passengers.

PROTECT YOUR PASSENGERS NOW!

SAFETY CANNOT WAIT!

DUBL-LIFE® SAVER RETRO-FIT ENERGY ABSORPTION SYSTEM offers you:

- SAFETY WITHOUT RESTRAINT
- QUICK AND EASY INSTALLATION (2 to 2½ man hours per bus)
- MINIMAL WEIGHT INCREASE (adds only 75 pounds gross weight to 66 passenger bus)
- SAME SEATING CAPACITY
- SEAT SAFETY RENOVATION

Circle 101 on SBF Action Card

Collins (continued)

Superior Coach Sales
P.O. Box 600
2420 N. Highway 67
Florissant, MO 63033
Phil Daugherty
(314) 838-4220

NEBRASKA

Badger Body & Truck
6336 Grover Street
Omaha, NE 68106
Larry Moore
(402) 558-5300

NEVADA

Hasco
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1355 South 728 West
Salt Lake City, UT 84125
Wally Scott
(801) 972-1581

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Mount Holly, NJ 08060
Robert Wolfington
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201 West Brady
Clovis, NM 88101
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Herb Bolain
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Corvallis, OR 97330
Barney Rademacher
(503) 754-7575

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Welsh Equipment Company
917 Maplewood Drive
Pittsburgh, PA 15234
John Welsh
(412) 563-2662

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Exton, PA 19341
Richard Wolfington
(215) 458-8501

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Foreman School Bus Sales
Miller, SD 57362
Bob Holm
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TENNESSEE

Blue Bird of Tennessee
P.O. Box 743
Murfreesboro, TN 37130
George Law
(615) 890-6368

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Bolain Equipment, Inc.
Route 1, Box 476
Denton, TX 76201
Larry Hemphill
(817) 383-3518

UTAH

Tesco
1103 South 700 West
P.O. Box 26864
Salt Lake City, UT 84125
Milt Christen
John Newburn
(801) 973-2100

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School Lines, Inc.
Box 421
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Jack Beebe
(203) 245-2781

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Sonny Merryman, Inc.
P.O. Box 177
Rustburg, VA 24588
Sonny Merryman
(804) 332-7338

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Dorsey Transportation, Inc.
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Corvallis, OR 97330
Barney Rademacher,
(503) 754-7575

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Fleming Equipment
250 Monticello Avenue
Clarksburg, WV 26301
Lewis Davis
(304) 624-6360

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Northland Equipment Co., Inc.
306 W. State Street
P.O. Box 547
Janesville, WI 53545
Dave Shebiel
(608) 754-6608

WYOMING

Colman Equipment Co.
Box 213
Casper, WY 82602
Earl Colman
(307) 234-3509

CROWN

ARIZONA
Arizona Bus Sales
P.O. Box 21226
Phoenix, AZ 85036

CALIFORNIA
Southern:
Crown Coach Corp.
2428 East 12th Street
Los Angeles, CA 90021
(213) 627-4021

COLORADO & WYOMING
Rocky Mountain Bus Sales
P.O. Box 461
Monument, CO 80132

NEW MEXICO
Tillery Chevrolet-GMC
P.O. Box 8
Estancia, NM 87016

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4400 South 4th Street West
Salt Lake City, UT 84107

WASHINGTON & OREGON
Crown Coach Sales
P.O. Box 626
Redmond, WA 98052

BRITISH COLUMBIA & ALBERTA
Levitt Intercity Coach Sales, Ltd.
345 Lynn Avenue
North Vancouver, BC

CENTRAL & EASTERN CANADA
Provost Car, Inc.
Ste-Claire (Dorchester)
P.Q., Canada G0R 2V0

GILLIG

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Pheonix, AZ 85008
(602) 275-5779

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Schetky Northwest Sales, Inc.
7001 N.E. Columbia Blvd.
Portland, OR 97213
(503) 287-4141

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Transport Equipment Company
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Seattle, WA 98124
(206) 223-5481

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Northern & Central Calif.
Clint Reeder
Gillig Corporation
Box 3008
Hayward, CA 94541
(415) 785-1500
Southern Calif.
Paul Huffman
(213) 779-2244

THOMAS

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Alabama Contract Sales, Inc.
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Auburn, AL 36830
(205) 821-4500

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Star Route – Box 500
Eagle River, AK 99577
(907) 688-2650

ARIZONA

(See North Carolina)

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Bus Supply Co.
P.O. Box 502, Hwy. 98
McComb, MS 39648
(601) 684-2900

Tennessee Bus Sales
& Supply, Inc.
311 Wilhagan Road
Nashville, TN 37217
(615) 366-4528

Ponder Equipment Co.
P.O. Box 186
Charleston, MO 63834
(314) 683-6051

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Roadrunner Bus Sales &
Services, Inc.
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Rosemead, CA 91770
(213) 962-0909

COLORADO

Hasco, Inc.
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Salt Lake City, UT 84125
(801) 972-1581

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42 Coach Drive
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(203) 621-5986

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Annapolis, MD 21404
(301) 269-0251

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(813) 855-4104

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P.O. Box 3235
Warner Robins, GA 31099
(912) 929-4710

IDAHO

Hasco, Inc.
P.O. Box 26485
728 West 1355 South St.
Salt Lake City, UT 84125
(801) 972-1581

Thomas Bus Sales
Box 2351
Great Falls, MT 59403
(406) 452-3181

ILLINOIS

Chicago Bus Sales, Inc.
140th & Cicero Avenue
Crestwood, IL 60446
(312) 389-0032 or
(312) 389-4545

Willis Moulton
Gridley, IL 61744
(309) 747-2175

Ponder Equipment Co.
P.O. Box 186
Charleston, MO 63834
(314) 683-6051

Northland Equipment Co., Inc.
(See Janesville, WI)

INDIANA

Kerlin Bus Sales & Service
Route 15 South
Silver Lake, IN 46982
(219) 352-2722

IOWA

Saf-T-Liner Bus Sales
P.O. Box 3232
Des Moines, IA 50316
(515) 265-6056

KANSAS

Easton Bus Service
227 Cherokee
Leavenworth, KS 66020
(913) 682-2244

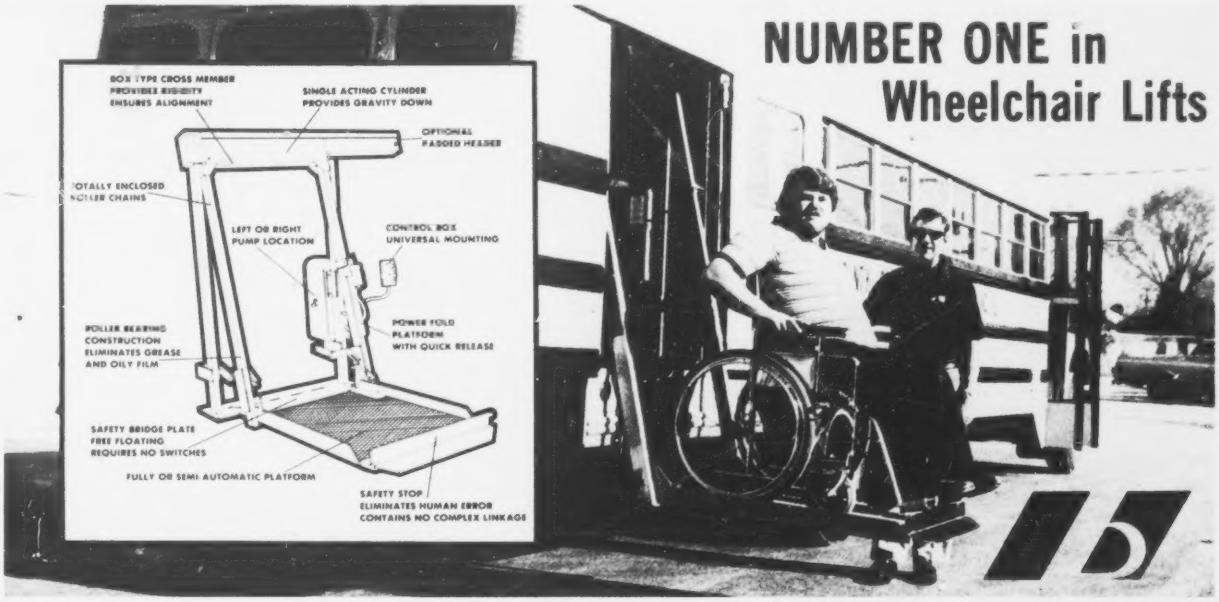
KENTUCKY

Ponder Equipment Co.
P.O. Box 186
Charleston, MO 63834
(314) 683-6051

Tennessee Bus Sales
& Supply, Inc.
311 Wilhagan Road
Nashville, TN 37217
(615) 366-4258

LOUISIANA

Kent Bus Sales & Service, Inc.
Fluker, LA 70436
(504) 748-8347



THE BRAUN L200 SERIES BUS LIFT reflects the dedication and concern of the Braun Corporation's staff of craftsmen. Each lift has been performance tested in commercial service for dependability, simplicity of operation and practicality.

Powerful. . .The Braun lift employs an electro-hydraulic system which has a rated lifting capacity up to 750 pounds.

Energy Conservative. . .This unique hydraulic system saves 40% of the battery drain by utilizing gravity down.

Stable. . .One single acting cylinder, compared to dual acting cylinders, insures proper alignment for platform and slide tube assembly.

Consistent. . .The L200 is adaptable to all current school bus models with a minimum door width opening of 36". No body or frame modifications are necesssary for lift installation to curbside doors.

Reliable. . .Field maintenance and routine inspections are infrequent.

As the leading manufacturer of mobility products for the handicapped, the Braun Corporation has had over 15 years of experience in making wheelchair lifts.*

*Selected for use in the 1980 Winter Olympics

The Braun Corporation

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Winamac, Indiana 46996

13710 49th Street North
Clearwater, Florida 33520

5751 Engineer Drive
Huntington Beach, California 92649

Circle 118 on SBF Action Card

MAINE

W.C. Cressey & Son, Inc.
Portview – P.O. Box 326
Kennebunk, ME 04043
(207) 967-2755

MARYLAND

Pat Co Distributors, Inc.
P.O. Box 946
Annapolis, MD 21404
(301) 269-0251

MASSACHUSETTS

Howard Smith Bus Sales, Inc.
42 Coach Drive
Southington, CT 06489
(203) 621-5986

Commonwealth Thomas, Inc.
Wardway
North Chelmsford, MA 01863
(617) 251-4901

MICHIGAN

Thomas Coaches of Michigan, Inc.
580 East Walton Boulevard
Pontiac, MI 48055
(313) 373-0001

MINNESOTA

Hoglund Bus Company, Inc.
Route 3, Box 14
Monticello, MN 55362
(612) 295-5119

Southwest Bus Sales & Service
P.O. Box 35
Hanley Falls, MN 56245
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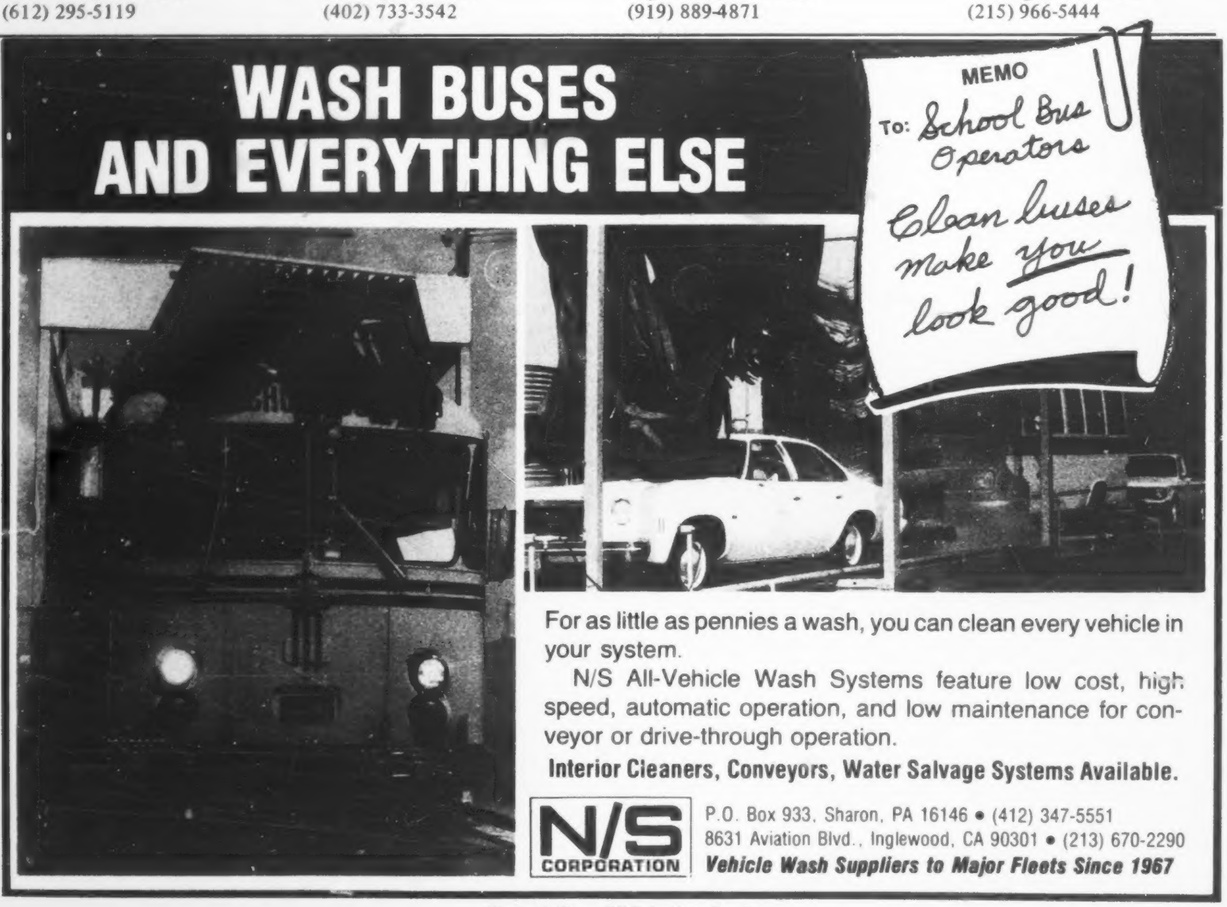

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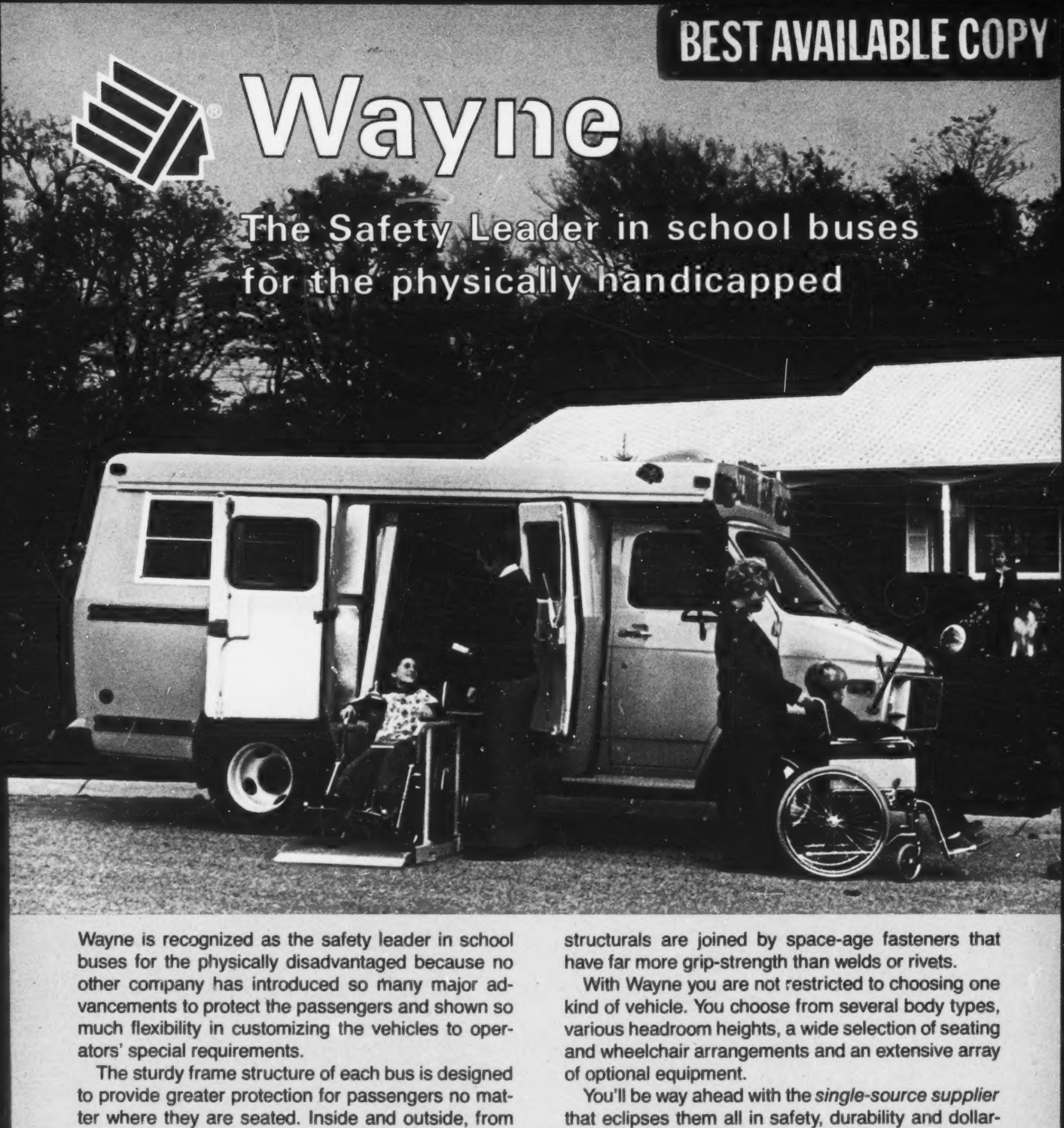

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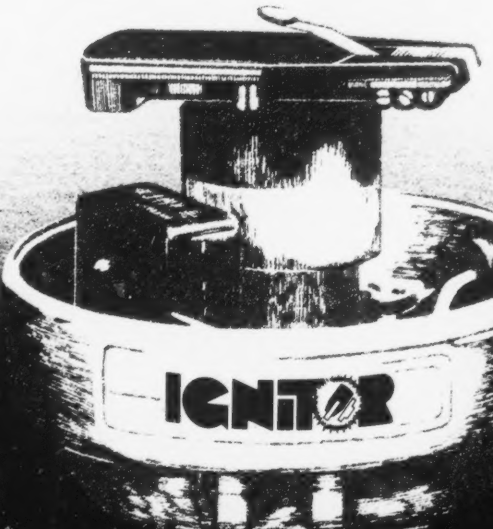

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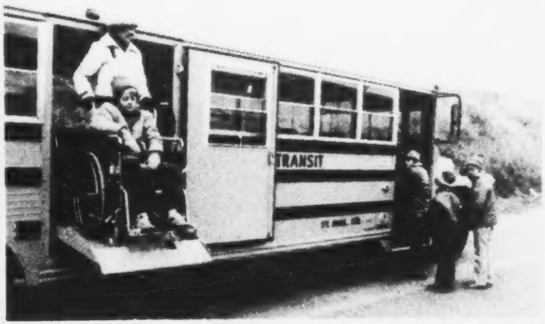

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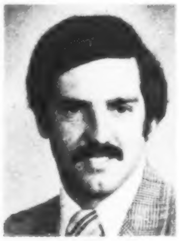
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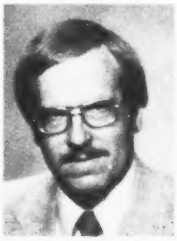
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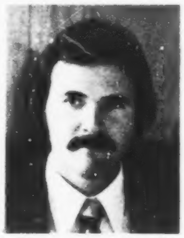
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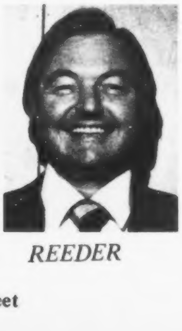
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> ### *New Fuel at 36.5 Cents A Gallon Tested by ARA*
>
> *By a WALL STREET JOURNAL Staff Reporter*
>
> PHILADELPHIA — Gasoline at 36.5 cents a gallon is a dream of days past — but ARA Services Inc. of Philadelphia says the price needn't be pure fantasy.
>
> ARA, a diversified services concern operating about 11,000 vehicles nationwide, says it just concluded a four-week test using compressed natural gas in six vending trucks in the Minneapolis-St. Paul area. The fuel cost the equivalent of about 36.5 cents a gallon of gasoline. Better yet, the company says, the fuel is cleaner, safer (with a higher ignition point), and likely to cause less engine wear than gasoline.
>
> Instead of paying $618.45 for fuel, the company said it paid only $209, or 66% less, during the test. Modifications to the vehicles cost $1,450 a truck, which paid for fuel tanks, regulators and a "mixer" atop the carburetor (other modifications weren't required). The conversion gave the trucks a 50-mile range, enough for a day's deliveries. At current gasoline prices, the company estimated the savings would pay for the modifications within two years.
>
> The company said it is testing the system in two other regions, and plans to expand the testing to other areas.

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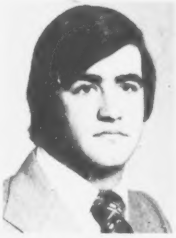
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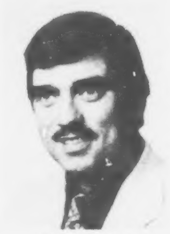
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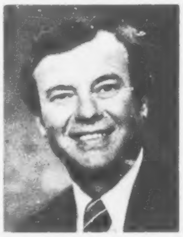
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SPECIAL EDITION SCHOOL BUS ASSOCIATION GUIDE

National School Transportation Association

The NSTA, founded in 1964 by the private school bus owners and operators, enters its 16th year with a renewed hope in the future of yellow school buses and pupil transportation.

The NSTA Liability Insurance Plan is almost a year old and greatly exceeds any expectations. The industry now has a stable, fairly-priced insurance market.

Private owners no longer pay excise taxes on numerous bus items and are, therefore, able to offer their professional services at even fairer prices to the local school boards.

NSTA and NAPT (public members) are cooperating on a variety of projects of mutual interest such as: the EPA Noise Abatement Regulation; the SAE Bus Study Group; several DOT regulations and the National Standards Conference which the National Safety Council is sponsoring for the total industry. The challenges are there, but so is the cooperative talent and expertise of the industry . . . and the superb safety record which is the fruit of all our labors.

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. . . THE RESALE VALUE OF CROWN SCHOOL COACHES!

In May of this year a California school district decided to sell some of its school buses including two Crown coaches. The district invited bids from other schools in the area and here are the results concerning the two Crowns:*

BUS SOLD	ORIGINAL COST	LOW BID	HIGH BID	GAIN
1969, 91-pass. Diesel Crown	$30,075.00	$32,500.00	$44,400.00	$14,325.00
1971, 79-pass. Diesel Crown	$27,950.00	$30,000.00	$43,000.00	$15,050.00
			TOTAL GAIN	$29,375.00

Another example, in another area, at another time:

BUS SOLD	ORIGINAL COST	LOW BID	HIGH BID	GAIN
1973, 79-pass. Diesel Crown	$30,045.00	$32.001.00	$38,000.00	$ 7,955.00
1973, 79-pass. Diesel Crown	$30,979.00	$32,775.00	$39,000.00	$ 8,020.00
1974, 79-pass. Diesel Crown	$34,450.00	$36,500.00	$45,000.00	$10,550.00
			TOTAL GAIN	$25,525.00

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National Association For Pupil Transportation

The National Association for Pupil Transportation strives to attain the following goals in service to the school bus industry:

- to promote and provide leadership for the improvement and advancement of pupil transportation
- to work particularly for economy, efficiency and safety in pupil transportation
- to serve as an agency for the collection and distribution of information and to provide services such as publications, conferences, research, trade shows and other activities that promote pupil transportation
- to assist its members and the industry in dealing with mutual business problems in accounting practices, business ethics, commercial and industrial research, standardization, statistics, trade promotion and relations with government, employees and the general public

In its six years of existence, NAPT has grown to nearly 600 members including a strong associate membership which made the recent annual meeting a resounding success. The organization includes members in the United States, Canada, Samoa and Puerto Rico.

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1980 SCHOOL BUS

					ENGINE SPECIFICATIONS							CLUTCH		
	Model Number	Suggested Seating	Wheel Base	Overall Length	Type	Cubic Inch Displacement	Optional C.I.D.	Maximum Gross BHP @ rpm	Maximum Net BHP @ rpm	Maximum Gross Torque @ rpm	Maximum Net Torque @ rpm	Clutch Size (Standard)	Clutch Size (Optional)	Lining Clutch Area (Standard)
CHEVROLET	B6P042	48	189	322¼	V-8 Gas	350	366 Gas*	–	161@3800	–	275@2400	13"	–	177.8
		54	218	349¼	V-8 Gas	350	366 Gas*	–	161@3800	–	275@2400	13"	–	177.8
		60	235	377¼	V-8 Gas	350	366 Gas*	–	161@3800	–	275@2400	13"	–	177.8
		66	254	403¼	V-8 Gas	350	366 Gas*	–	161@3800	–	275@2400	13"	–	177.8
		72	274	423¼	V-8 Gas	350	366 Gas*	–	161@3800	–	275@2400	13"	–	177.8
FORD	B600	36	151	288.8	V8	370-2V	370-4V*	184@3600	180@3600	288@2400	274@2200	13"	–	183.4
		48	193	337.6	V8	370-2V	370-4V*	184@3600	180@3600	288@2400	274@2200	13"	–	183.4
		54	217	397.7	V8	370-2V	370-4V*	184@3600	180@3600	288@2400	274@2200	13"	–	183.4
		60	237	402.5	V8	370-2V	370-4V*	184@3600	180@3600	288@2400	274@2200	13"	–	183.4
	B700	60	237	402.5	V8	370-2V	429-4V	234@3600	223@4000	288@2400	274@2200	13"	–	183.4
		66	255	434.8	V8	370-2V	429-4V	234@3600	223@4000	288@2400	274@2200	13"	–	183.4
		72	275	444.3	V8	370-2V	429-4V	234@3600	223@4000	288@2400	274@2200	13"	–	183.4
	B700D	60	237	402.5	V8	8.2L	–	205@3000	–	–	–	13"	–	183.4
	Diesel	66	255	434.8	V8	8.2L	–	205@3000	–	–	–	13"	–	183.4
		72	275	444.3	V8	8.2L	–	205@3000	–	–	–	13"	–	183.4
GMC	B6P042	48	189	322¼	V-8 Gas	350	366 Gas*	–	161@3800	–	275@2400	13"	–	177.8
		54	218	349¼	V-8 Gas	350	366 Gas*	–	161@3800	–	275@2400	13"	–	177.8
		60	235	377¼	V-8 Gas	350	366 Gas*	–	161@3800	–	275@2400	13"	–	177.8
		66	254	403¼	V-8 Gas	350	366 Gas*	–	161@3800	–	275@2400	13"	–	177.8
		72	274	423¼	V-8 Gas	350	366 Gas*	–	161@3800	–	275@2400	13"	–	177.8
HENDRICKSON	RE-305	–	165	345	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	RE-305*	–	228	406	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	RE-305*	–	229	417.75	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	RE-305*	–	242	420	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	RE-305*	–	256	434	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	RE-305*	–	258	446.75	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	RE-305*	–	284	462	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	RE-305*	–	286	474.75	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	FC-305*	–	164	384	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	FC-305*	–	191	411	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	FC-305*	–	200	420	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	FC-305*	–	208	428	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	FC-305*	–	220	440	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	FC-305*	–	226	446	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	FC-305*	–	236	456	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
	FC-305*	–	242	462	V-8 Diesel	–	Cummins V8-555	–	202@3000	–	425@1800	N/A	N/A	N/A
INTERNATIONAL HARVESTER	1723	36	152	271.5								12"	13"	149.5
	1723	42	170	305.5				(Applicable to all 1723s)				12"	13"	149.5
	1723	48	193	328.5	Gas V8	345	–	–	147@3600	–	288@2000	12"	13"	149.5
	1723	54	218	359.5	Gas V8	–	392	–	185@3600	–	307@2800	12"	13"	149.5
	1723	60	236	383.5	Gas V8	–	404(2BL)	–	189@3600	–	311@2200	12"	13"	149.5
	1723	66	254	413.5	Gas V8	–	404(4BL)	–	206@3600	–	336@2800	12"	13"	149.5
	1723	72	276	441.5								12"	13"	149.5
	1823	36	152	271.5								13"	14"	183.5
	1823	42	170	305.5				(Applicable to all 1823s)				13"	14"	183.5
	1823	48	193	328.5	Gas V8	404(2BL)	–	–	189@3600	–	311@2200	13"	14"	183.5
	1823	54	218	359.5	Gas V8	–	404(4BL)	–	206@3600	–	336@2800	13"	14"	183.5
	1823	60	236	383.5	Gas V8	–	446(4BL)	–	227@3600	–	385@2600	13"	14"	183.5
	1823	66	254	413.5								13"	14"	183.5
	1823	72	276	441.5				(Applicable to all 1853s)				13"	14"	183.5
	1853	36	152	271.5	Diesel V8	9 liter	–	165@2800	–	366@1200	–	13"	14"-2	183.5
	1853	42	170	305.5	Diesel V8	–	9 liter	180@2800	–	401@1200	–	13"	14"-2	183.5
	1853	48	193	328.5	Diesel 6	–	DT466	180@2600	–	440@1800	–	13"	14"-2	183.5
	1853	54	218	359.5	Diesel 6	–	DT466	190@2600	–	464@1800	–	13"	14"-2	183.5
	1853	60	236	383.5	Diesel 6	–	DT466	210@2600	–	488@1800	–	13"	14"-2	183.5
	1853	66	254	413.5	Diesel V8	–	DT636	175@2800	–	400@1400	–	13"	14"-2	183.5
	1853	72	276	441.5	Diesel V8	–	DT636	210@2800	–	485@1400	–	13"	14"-2	183.5

CHEVROLET: *427 Gas & 8.2L Diesel also optional, 14" clutch **also 9000 ***427 C.I.D. requires 18,500 R.A. †4-speed automatic

FORD: *H.P. rating 204@3600 **4 Spd. automatic

GMC: *427 Gas & 8.2L Diesel also optional, 14" clutch **also 9000 ***427 C.I.D. requires 17,500 R.A. †4-speed automatic

HENDRICKSON (RE-305): *Optional engines available – Cummins VT-225 Caterpillar 3208, Detroit Diesel 6V53-T and 8.2 (-N-or-T-) IHC-446 (Gas)

HENDRICKSON (FC-305): *Optional engines available - Caterpillar 3208, Detroit Diesel 8.2 (-N-or-T-) and IHC-446 (Gas)

Specifications

CHASSIS SPECIFICATIONS

FRONT AXLE		DRIVELINE				BRAKES				AIR BRAKES				TIRE SIZE			
Front Suspension Capacity (Standard)	Front Suspension Capacity (Optional)	Rear Axle Capacity (Standard)	Rear Axle Capacity (Optional)	Transmission (Standard)	Transmission (Optional)	Front	Lining Area	Rear	Lining Area	Front	Lining Area	Rear	Lining Area	Standard	Maximum	Frame Section Modulous (Max.)	GVW
6,000	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	9.38	20-24,000
6,000	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	20-24,000
7,000	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	21-25,000
7,000	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	21-25,000
7,000	8000**	17,000	17,500***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x6	379.3	15x3½	223.0	16½x6	396.0	9.00x20-10	10x20-12	11.80	24-26,500
6,000	7,000	15,000	17,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x5	306.3	–	–	–	–	8.25x20D	9.00x20F	9.45	17,400-24,500
7,000	9,000	15,000	17,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	–	–	–	–	9.00x20E	10.00x20F	10.64	17,400-24,500
7,000	9,000	15,000	17,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	–	–	–	–	9.00x20E	10.00x20F	13.22	17,400-24,500
7,000	9,000	15,000	17,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	–	–	–	–	9.00x20E	10.00x20F	13.22	17,400-24,500
7,000	9,000	17,500	18,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	15x4	256	16.5x5	345.0	9.00x20E	10.00x20F	14.00	23,160-27,250
7,000	9,000	17,500	18,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	15x4	256	16.5x5	345.0	9.00x20E	10.00x20F	14.00	23,160-27,250
7,000	9,000	17,500	18,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	15x4	256	16.5x5	345.0	9.00x20E	10.00x20F	14.00	23,160-27,250
7,000	9,000	17,500	18,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	15x4	256	16.5x5	345.0	9.00x20E	10.00x20F	14.00	23,160-27,250
7,000	9,000	17,500	18,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	15x4	256	16.5x5	345.0	9.00x20E	10.00x20F	14.00	23,160-27,250
7,000	9,000	17,500	18.500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	15x4	256	16.5x5	345.0	9.00x20E	10.00x20F	14.00	23,160-27,250
6,000	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	9.38	20-24,000
6,000	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	20-24,000
7,000	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	21-25,000
7,000	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	21-25,000
7,000	8000**	17,000	17,500***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x6	379.3	15x3½	223.0	16½x6	396.0	9.00x20-10	10x20-12	11.80	24-26,500
9,000	–	15,000	–	4 Spd. Auto.	–	–	–	–	–	15x4	252	15x6	376	8.25x20	–	8.237	24,000
12,600	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	2 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	2 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	2 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	2 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	2 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	2 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	2 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
12,600	–	22,000	–	2 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,280
5,000	9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
5,000	9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
5,000	9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
5,000	9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
5,000	9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
5,000	9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
5,000	9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
6,000	9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
6,000	9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
6,000	9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
6,000	9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
6,000	9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
6,000	9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
6,000	9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
6,000	9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
6,000	9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
6,000	9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
6,000	9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
6,000	9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
6,000	9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
6,000	9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000

*4-speed automatic.   *4 Wheel Hydraulic Disc Brakes Optional

SPECIAL EDITION

SCHOOL BUS STATISTICS

STATISTICS ON SCHOOL TRANSPORTATION
1978-1979

Based on Reports from State Departments of Education

Prepared by
The National Association
State Directors of Pupil Transportation Services

State	Number of Enrolled Pupils Transported at Public Expense	Total Number of Buses	Number of Vehicles Used				Expenditure of Public Funds for Transportation Including Capital Outlay
			Type		Ownership		
			Type I	Type II	Public	Private	
TOTALS	**22,882,191**	**323,333**	**271,928**	**32,967**	**223,850**	**82,938**	**$3,341,035,199**
Alabama	460,395	6,305	5,847	458	6,133	172	40,996,697
Alaska	35,176	580	525	55	109	471	15,654,215
Arizona	173,771	2,661	2,661	0	2,526	135	35,200,761
Arkansas	269,815	4,149	4,063	86	4,043	106	30,830,186
California	854,284	17,793	13,123	4,670	11,817	5,976	189,952,849 (1
Colorado	238,000	4,200	3,775	425	3,950	250	14,605,037 (1
Connecticut	386,200	4,500	4,000	500	4,000	500	34,667,900 (3
Delaware	90,715	1,204	1,178	26	334	870	15,375,439
D.C. (3	2,000	142	32	110	142		3,439,991
Florida	749,886	6,709	6,374	335	6,194	515	91,283,458
Georgia	765,000	8,400	7,438	962	8,200	200	65,000,000
Hawaii	37,092	693	479	214	22	671	7,666,978
Idaho	113,422	1,868	1,690	178	1,473	395	14,431,022
Illinois (3	742,000	16,000	16,000	N/A	N/A	N/A	135,000,000
Indiana	685,787	8,151	7,988	163	5,371	2,780	70,926,079
Iowa	283,340	6,626	6,245	634	6,437	189	47,110,482
Kansas	164,902	4,750	4,163	587	3,496	1,254	30,679,054
Kentucky	469,703	6,947	6,624	323	6,580	367	59,222,282
Louisiana	574,346	7,008	6,744	264	4,122	2,886	68,402,392 (1
Maine	175,275	2,288	2,161	127	1,777	911	24,030,854
Maryland	488,479	4,810	4,553	257	2,254	2,556	80,742,025
Massachusetts	640,533	7,811	5,868	1,943	1,215	6,596	106,400,617 (1
Michigan	1,100,000	14,000	12,000	2,000	13,850	150	220,000,000
Minnesota	856,218	9,469	8,323	1,146	4,615	4,854	98,524,313
Mississippi	370,108	5,732	5,604	128	5,667	65	41,187,771
Missouri	483,059	8,715	8,196	519	5,543	3,172	76,379,394 (1
Montana	56,396	1,608	1,528	80	855	753	16,920,058
Nebraska	74,631	3,213	2,330	883	2,566	647	23,160,879
Nevada	55,248	820	752	68	818	2	9,697,709
New Hampshire	110,000 (4	1,920	1,552	368	387	1,533	10,668,030 (1
New Jersey	650,000	11,800	7,800	4,000	5,850	5,950	116,568,828
New Mexico	125,302	2,036	1,747	267	309	1,727	21,263,388
New York	2,215,533 (2	23,034	17,338	5,696	12,236	10,798	443,255,920
North Carolina	742,734	12,129	11,951	178	12,129		59,543,968
North Dakota	49,485	1,589	1,552	37	1,174	415	14,330,606
Ohio	1,367,184	13,188	12,938	250	12,972	216	147,516,881
Oklahoma	292,178	5,295	5,119	176	4,933	362	41,213,312
Oregon	255,186	4,121	3,825	296	3,016	1,105	47,497,000
Pennsylvania	1,511,553	18,669	N/A	N/A	5,522	13,148	202,203,511
Rhode Island	83,309	1,361	1.131	230	273	1,088	14,661,991
South Carolina	403,573	6,863	6,196	667	6,613	250	35,926,259
South Dakota	50,850	1,593	1,433	160	1,136	457	10,565,666
Tennessee	607,882	6,365	6,052	313	5,189	1,176	52,538,804
Texas	805,765	17,482	15,984	1,498 (5	17,482	0	126,821,132
Utah	108,500	1,215	1,150	65	1,165	50	15,687,100
Vermont	77,195	1,050	905	145	698	352	9,758,997
Virginia	759,652	9,060	8,860	200	8,769	291	75,117,297
Washington	391,955	5,632	5,246	386	4,899	733	86,576,508
West Virginia	292,111	2,867	2,799	68	2,799	68	44,299,067 (1
Wisconsin	548,429	7,966	7,364	602	2,190	5,776	86,427,685
Wyoming	38,034	946	722	224	N/A	N/A	11,104,807
Manitoba, CAN	61,302	1,800	1,609	191	1,431	369	15,495,268
Mariana Islands	1,194	10	8	2	10	—	45,000
Agana, Guam	31,000(e)	205(e)	205	—	205	—	3,778,901
Hato Rey, Puerto Rico	158,959	1,400	752	648	361	1,039	9,100,000

* Not all states reporting
(1 Does not include capital outlay
(2 Includes N.Y. City
(3 77-78 data
(4 12 districts not reporting
(5 Estimate

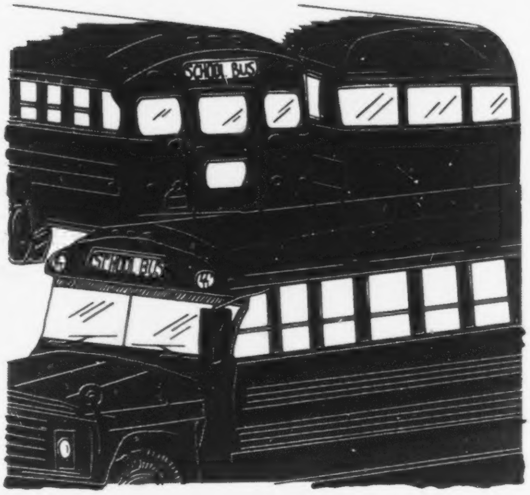
School Bus Accidents by State
(National Safety Council survey)

State	Total Vehicles	Annual Bus Mileage (000)	Pupils Transp. Daily	Type of School Bus Accident				Prop. Damage Only Acc.	Persons Injured	
				Total†	Other Veh.	Non-coll.	Fixed Obj.		Total	Pupils
U.S.	**380,000***	**3,000,000**	**21,800,000**	**60,000**	**50,000**	**2,000**	**3,000**	**56,000**	**7,500**	**4,400**
Alabama	6,305	48,720	460,395	354	322	12	13	237	142	115
Alaska	...	...	...	...	...	...	...	...	...	...
Arizona	2,661	31,584	173,771	181	161	3	4	168	15	3
Arkansas	4,149	37,117	269,815	234	198	2	34	204	26	26
California	...	...	...	...	...	...	...	...	...	...
Colorado	4,200	40,145	238,000	159	132	2	10	145	70	60
Connecticut	4,600	...	...	469	423	23	6	379	206	114
Delaware	1,116	11,819	85,306	216	167	0	45	207	30	27
Dist. of Col.	...	....	...	...	...	...	...	...	...	...
Florida	6,378	102,742	694,190	234	470	0	13	...	223	44
Georgia	8,500	70,079	750,000	701	659	0	34	689	67	38
Hawaii	693	5,146	37,092	30	27	0	0	27	3	3
Idaho	1,868	...	113,422	143	128	1	4	75	67	47
Illinois	...	...	...	2,963	2,827	35	43	2,473	950	494
Indiana	8,151	65,000	685,787	707	620	0	73	605	174	55
Iowa	6,879	66,459	283,340	623	...	...	...	577	122	85
Kansas	4,750	51,050	164,902	287	260	3	15	225	141	...
Kentucky	6,947	68,106	469,703	1,021	935	1	44	1,002	15	6
Louisiana	7,171	84,387	552,609	872	742	9	28	705	332	235
Maine	...	...	...	...	...	...	...	...	...	...
Maryland	4,843	65,134	488,479	1,196	1,041	0	17	...	291	221
Massachusetts	...	...	...	815	577	6	84	582	230	197
Michigan	10,923	112,474	967,488	2,300	2,129	19	67	1,822	...	...
Minnesota	9,586	114,977	856,218	852	732	7	23	657	393	...
Mississippi	5,604	39,961	370,108	506	471	3	13	470	93	75
Missouri	8,832	86,411	483,059	1,251	1,071	40	57	1,058	467	348
Montana	1,608	16,378	59,396	96	83	4	9	87	9	6
Nebraska	3,213	28,229	74,631	148	138	3	4	108	37	26
Nevada	1,125	9,659	55,248	91	88	0	2	82	10	1
New Hampshire	1,600	12,000	110,000	21	18	0	3	14	14	3
New Jersey	11,800	40,500	650,000	637	529	2	68	382	221	141
New Mexico	2,036	19,596	125,303	301	233	12	19	253	88	45
New York	...	...	...	...	...	...	...	...	...	...
North Carolina	12,129	100,694	725,204	1,193	1,043	91	12	880	857	585
North Dakota	2,085	25,152	49,485	67	58	1	4	55	33	21
Ohio	13,188	143,888	1,367,184	1,793	1,565	13	153	1,579	262	214
Oklahoma	5,589	57,340	292,178	736	634	6	46	622	227	159
Oregon	4,121	40,928	255,186	505	...	...	...	452	52	33
Pennsylvania	18,369	208,000	1,500,000	949	...	...	...	766	587	467
Rhode Island	...	...	...	...	...	...	...	...	...	...
South Carolina	6,014	58,768	397,660	849	761	53	14	831	517	446
South Dakota	1,626	18,202	50,850	73	54	7	10	67	11	10
Tennessee	6,365	78,512	513,694	928	...	...	...	818	295	249
Texas	16,308	...	749,985	2,393	1,541	16	41	1,446	1,182	667
Utah	1,215	13,115	108,500	56	47	2	0	51	6	4
Vermont	1,050	10,726	77,195	92	87	0	4	49	44	20
Virginia	9,060	78,276	759,652	828	742	18	37	722	256	187
Washington	5,600	61,182	391,955	426	401	2	17	176	246	78
West Virginia	2,867	35,954	290,000	754	578	...	43	747	34	29
Wisconsin	7,966	82,308	548,429	1,286	1,182	62	5	1,039	553	515
Wyoming	...	...	...	66	63	1	2	51	30	12

Source: State departments of education and state traffic authorities. Most reports cover 1978-1979 school year or 1979 calendar year. U.S. totals are National Safety Council estimates for the calendar year 1979.

†Totals include additional accidents not shown separately.

*Based on Federal Highway Administration estimates.



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Lightweight — **almac** windows reduce total bus window weight 50% thereby *reducing fuel consumption.*

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101-10 FOSTER AVENUE, BROOKLYN, N.Y. 11236
(212) 257-4444
Circle 132 on SBF Action Card

Factory Sales School Bus Chassis By Make & G.V.W.

U.S. Domestic Sales and Canadian Imports

G.V.W.	16,001-19,500		19,501-26,000		26,001-33,000		Over 33,000		Total	
	1979	9 Mos 1980	1979	9 Mos 1980	1979	9 Mos. 1980	1979	9 Mos 1980	1979	9 Mos. 1980
Chevrolet			4798-18.3%	5235-22.5%					4798	5235
GMC			2934-11.2%	2981-12.8%	189- 8.7%				3123	3089
Ford			5073-19.4%	7713-33.1%		108- 8.8%	75-16.3%		5148	7713
IHC			13304-50.9%	7375-31.6%	968-44.8%	1115-91.2%			14,272	8490
Others				61- 0.2%	1001-46.3%		384-83.6		1385	1132
TOTALS			26109-90.8%	23265-90.6%	2158- 7.6%	1223- 4.7%	459- 1.6%		28726-100%	25659-100%

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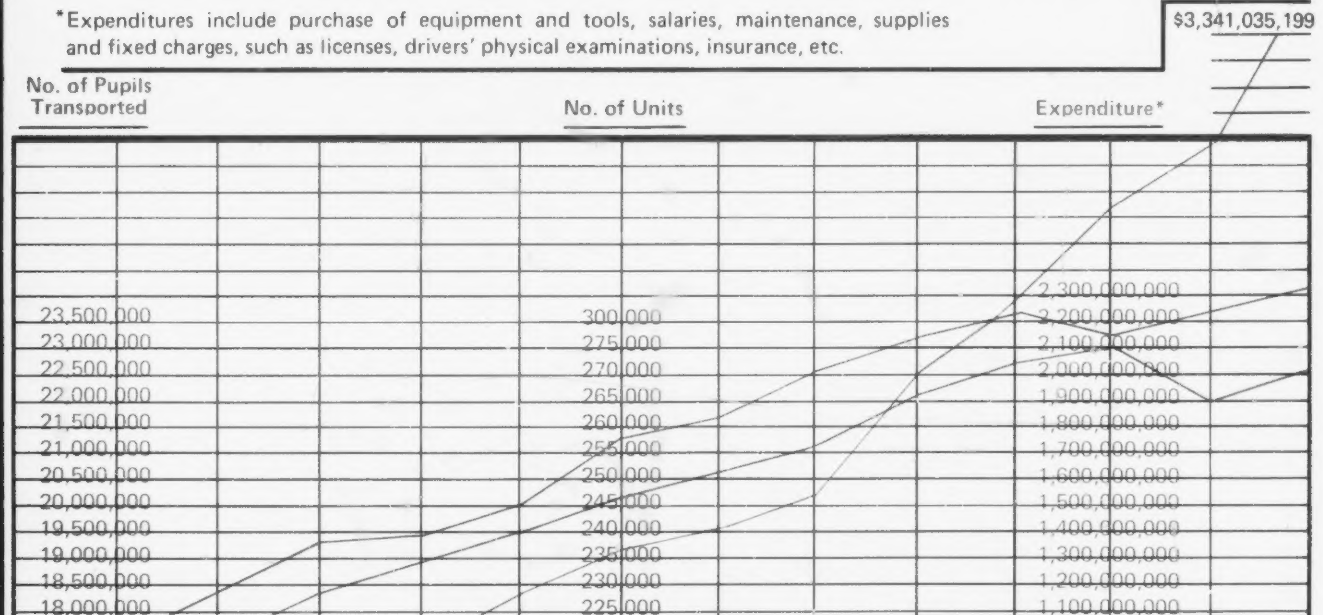
Growth Of School Transportation In The United States

		Number of Pupils Transported	Number of Vehicles Used	Pupils Per Vehicle	Expenditure*	Expenditure Per Pupil
National Association of State Directors of Pupil Transportation Services	1978-79	22,882,191	323,333	70.8	$3,341,035,199	$146.01
	1977-78	21,660,839	312,066	69.4	$2,852,593,861	$131.69
	1976-77	23,156,006	298,173	77.7	2,666,446,831	115.15
	1975-76	22,757,316	312,030	72.9	2,285,840,977	100.44
	1974-75	22,398,556	282,834	79.2	2,000,991,592	89.33
	1973-74	21,169,633	271,552	77.9	1,537,148,313	72.61
	1972-73	20,791,737	262,579	79.2	1,407,472,462	67.62
	1971-72	20,047,589	257,804	77.8	1,324,740,407	66.02
	1970-71	19,191,483	245,608	78.1	1,178,910,190	61.82
	1969-70	18,752,735	239,973	78.1	966,135,767	51.51
National Education Association	1968-69	18,467,944	238,102	77.6	901,353,107	48.80
	1967-68	17,271,718	230,578	74.9	822,595,699	47.62
	1966-67	16,684,922	221,722	75.3	763,600,617	45.76
	1965-66	16,423,396	210,692	77.9	696,325,421	42.40
U.S. Office of Education	1964-65	15,413,000	206,000	74.8	642,627,000	41.69
	1963-64	15,559,524	200,116	77.7	612,310,333	39.35
	1962-63	14,247,753	195,397	72.9	578,017,634	40.57
	1961-62	13,687,547	191,160	71.6	540,168,114	39.46
	1960-61	13,106,779	185,869	70.5	505,754,515	38.59
	1959-60	12,700,989	179,780	70.6	474,202,128	37.34
	1958-59	12,021,372	176,222	68.2	441,402,595	36.72
	1957-58	11,343,132	170,689	66.4	419,539,863	36.99
	1956-57	10,683,643	164,863	64.8	382,751,973	35.83
	1955-56	10,199,276	159,764	63.8	356,349,783	34.94 + 1%

*Expenditures include purchase of equipment and tools, salaries, maintenance, supplies and fixed charges, such as licenses, drivers' physical examinations, insurance, etc.



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new products

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Circle 150 on SBF Action Card

A REVOLUTIONARY and field-proven breakthrough in turn-signal/4-way flasher technology has recently been made available for trucks and buses. The Model 440 Flasher, developed, manufactured and marketed by Superior Flasher, is a unique and heavily patented 100-precent solid-state flasher which the company claims cannot be destroyed and is warranted for five years. The new product requires *no ground*, and will work on a positive or negative ground vehicle. The 440 protects the flasher, vehicle wiring and battery against shorts, over-loads and transients and has a built-in Automatic Shutdown and Reset circuit. When a problem develops, the unit shuts down, tests the wiring every 40 seconds and, when the problem clears, automatically resumes flashing lights again. Incorporated in the unit is a Diagnostic Center, with LED readouts, which aids the mechanic in trouble-shooting wiring faults. Rated at 20 amps, terminals are provided on the case which allows two or more 440's to be wired in parallel to accomodate much higher lamp-loads to be flashed. *Superior Flasher Corp.*

Circle 151 on SBF Action Card

calendar

JANUARY

13 - 15 – Motor Fleet Supervisor Training, Joe C. Thompson Conference Center, University of Texas at Austin, TX.

MAY

1 – Pupil Transportation Association Conference and Business Meeting, Penn State, PA.

JULY

17 - 22 – National School Transportation Association Meeting, Boston Sheraton, Boston, MA.

classified advertising

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7-1979, 72 psgr., Sup., IHC, 1823, 276" WB, 404 V8, 5 sp. trans., apx. 12K mi.
4-1979, 66 psgr., Sup., Ford, B700, 370 V8, 5 sp. trans., apx. 12K miles.
7-1979, 66 psgr., Sup., IHC, 1723, 345 V8, 5 sp. trans., apx. 12K miles.
1-1978, 28 psgr., Sup., Pacemaker, Chev. 133" WB, 350 V8, auto. trans. lo. mi.
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*Appeared in previous issue.

editorial

"The reasonable man adapts himself to the world; the unreasonable one persists in trying to adapt the world to himself. Therefore all progress depends on the unreasonable man." George Bernard Shaw.

Thank God for the unreasonable man. In fact, we in the school bus industry should be thankful for four unreasonable men. Mack McLarty, Buddy Benafield and the brothers Harmon, these (un)reasonable men have convinced themselves that the salvation of the Ward Body plant in Conway, Arkansas, was worth an investment of their personal funds amounting to over 16-million dollars.

Is it a reasonable investment? Being a bi/monthly magazine, we don't like to speculate in questions of this nature. Unlike a daily newspaper we don't have the ability to print a retraction or correction the following day in the event we mis-stated or misjudged, and at times, we take a good deal of criticism for that policy. However, let's take a look at the facts surrounding this investment.

Because most school bus manufacturers are closely-held corporations who normally do not release production figures, we are going to have to make some assumptions. It is reported the Ward plant normally produces some 5,000 buses annually of which over 4,200 are large conventional types. Until a few weeks ago, the remaining manufacturers of conventional types – Bluebird, Carpenter, Superior, Thomas and Wayne – probably could have split up the unfilled Ward orders amongst themselves and comfortably stayed reasonably close to their production schedules. Unfortunately, even before the Ward bankruptcy was concluded, Sheller-Globe announced that they were closing down their Superior Body Division, completely upsetting the balance of orders. Now, if we may assume that Superior was as successful as Ward in obtaining conventional body orders, that leaves almost 8,000 school bus orders to be split up among the remaining four conventional manufacturers. If the orders were split evenly, each plant would pick up an additional 2,000 orders per year, or about eight to ten units per day. Now it's possible that with the engineering skills and the ability to work under pressure that the school bus manufacturers possess that they just might have been able to do the task. But we doubt if they could have done it quickly enough to avoid delaying many of next years orders.

Now, in retrospect, with the demise of the Superior operation, the decision to buy Ward seems a little wiser, as it doesn't appear that anyone is going to rush in to purchase Superior, for several reasons as we are told. The plant is out-dated and has a very restrictive labor contract, two things that the Ward plant is not stuck with. Ward, on the other hand, has an adequate main line for conventional production, and also has a new facility adjacent to the main plant that when fully completed could be the largest capacity bus plant in the world.

Finally, as taxpayers, we should all be thankful for the takeover, as the new investor group has assumed the nine-million dollar federal loan to Ward, and is keeping some 1,000 factory employees out of the un-employment office.

JIM DUNLAP

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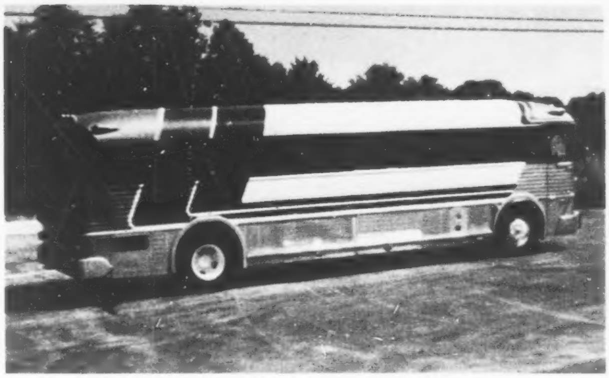

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Circle 126 on [illegible]